Intimations.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins

IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the

ORIGINAL WORCESTERSHIRE

SAUCE.

Sold Wholesale by the Proprietors, Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

WHO ARE THE HAPPY, WHO ARE THE FREE?

You tell me and I'll tell thee:
Those who have tongues that never lie,
Truth on the lip, truth in the eye;
To Friend or to Foe,
To all above, and to all below.
These are the happy, these are the free,
So may it be with thee and me.

What Higher Aim can Man attain than Conquest over Human pain?

DRAWING AN OVERDRAFT ON THE BANK OF LIFE.

Late Hours, Fagged, Unnatural Excitement, Breathing Impure Air, too Rich Food, Alcoholic Drink, Gouty, Rheumatic and other Blood Poisons, Fevers, Feverish Influenza Colds, Sleeplessness, Biliousness, Sick Headache, Skin Eruptions, Pimples on the Face, Want of Appetite, Sourness of Stomach, &c. (It prevents Diarrhœa, and removes it in the early stages.)

USE ENO'S 'FRUIT SALT.'

It is Pleasant, Cooling, Soothing, Health-Giving, Refreshing and Invigorating.

YOU CANNOT OVERSTATE ITS GREAT VALUE IN KEEPING THE BLOOD PURE AND FREE FROM DISEASE.

"AS an illustration of the beneficial effects of ENO'S 'FRUIT SALT,' I have no hesitation in giving the particulars of the case of one of my friends. SLUGGISH ACTION of the LIVER and BILIOUS HEADACHE affected him, so he was obliged to live upon only a few articles of diet, and to be most sparing in their use. This did nothing in effecting a cure, although persevered in for twenty-five years, and also consulting eminent members of the faculty. By the use of ENO'S 'FRUIT SALT' he now ENJOYS VIGOROUS HEALTH; he has NEVER had a HEADACHE or CONSTIPATION since he commenced to use it, about six months ago, and can partake of his food to the great satisfaction of himself and friends. You may well extend its use *pro bono publico*. I find it makes a VERY REFRESHING and INVIGORATING DRINK.—I remain, yours faithfully, J. W. NEIL."—(*From the late Rev. J. W. Neil, Holy Trinity Church, North Shields.*)

HEADACHE and Disordered Stomach.—"After suffering for nearly two and a half years from SEVERE HEADACHE and DISORDERED STOMACH, and after trying almost everything, and spending much money, without finding any benefit, I was recommended by a friend to try ENO'S 'FRUIT SALT,' and, before I had finished one bottle I found it doing me a GREAT DEAL of GOOD, and now I am RESTORED to MY USUAL HEALTH; and others I know that have tried it have NOT ENJOYED such GOOD HEALTH for years.—Yours most truly, ROBERT HUMPHREYS, Post Office, Barrasford."

The effect of ENO'S 'FRUIT SALT' on any DISORDERED and FEVERISH condition is SIMPLY MARVELLOUS. It is, in fact, NATURE'S OWN REMEDY and an UNSURPASSED ONE.

CAUTION.—*Examine each Bottle, and see CAPSULE is marked ENO'S 'FRUIT SALT' Without it, you have been imposed on by a WORTHLESS imitation. Prepared only by* J. C. ENO, Ltd., at the 'FRUIT SALT' WORKS, LONDON, by J. C. ENO'S Patent.

OAKEY'S "WELLINGTON" KNIFE POLISH

BEST FOR CLEANING AND POLISHING CUTLERY. 3d. 6d. 1/- 2/6 & 4/-

KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKEY & SONS

BLACK LEAD MILLS LONDON

JOHN OAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED DR LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For thirty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WRECKAGE, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Its energising effects are shown from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH, & ENERGY.

Sold in Bottles at 4s. 6d. AND 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

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CELEBRATED OILMAN'S STORES.

Intimations.

DINNEFORD'S MAGNESIA

THE BEST REMEDY FOR ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION.

THE SAFEST MILD APERIENT FOR DELICATE CONSTITUTIONS, LADIES, CHILDREN AND INFANTS, AND FOR REGULAR USE IN WARM CLIMATES.

DINNEFORD'S MAGNESIA MAGNESIA

SOLD THROUGHOUT THE WORLD.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. WATSON & Co., Hongkong.

HEALTH FOR ALL!!!

HOLLOWAY'S PILLS & OINTMENT

THE PILLS

Purify the Blood, correct all Disorders of the LIVER, STOMACH, KIDNEYS AND BOWELS. They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases it has no rival; and for contracted and stiff joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment, 78, NEW OXFORD STREET (late 533, OXFORD STREET), LONDON, and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

☞ Purchasers should look to the Label on the Boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

Dr. J. Collis Browne's CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED a REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the composition of Chlorodyne cannot possibly be discovered by Analysis (organic substances defying elimination), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne *must be false*.

This caution is necessary, as many persons deceive purchasers by false representations.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE Is the TRUE PALLIATIVE in NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.

IS THE GREAT SPECIFIC FOR DIARRHŒA, DYSENTERY, CHOLERA.

GENERAL BOARD of HEALTH, London, REPORT that it ACTS as a CHARM, one dose generally being sufficient.

Dr. GIBBON, Army Medical Staff, Calcutta, states: "TWO DOSES COMPLETELY CURED ME OF DIARRHŒA."

DR. J. COLLIS BROWNE'S CHLORODYNE Is a liquid medicine which assuages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the nervous system when exhausted.

DR. J. COLLIS BROWNE'S CHLORODYNE Rapidly cuts short all attacks of EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.

IMPORTANT CAUTION.—The IMMENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark. Of all Chemists, 1s. 1½d., 2s. 9d. & 4s. 6d. SOLE MANUFACTURER—

J. T. Davenport, 33, Great Russell Street, London, W.C.

"BOS" SCOTCH WHISKY.

MATURED IN SHERRY CASKS.

A Luxury in Pure Scotch Whiskies

The word "BOS" is the Name, Brand, and Registered Trade Mark of this matchless Old Scotch Whisky.

GOLD CAPSULE.
BLUE CAPSULE.
GREEN CAPSULE.

"BOS" is sold in quart white bottles, labled and capsuled, the quality being notified by a small label on each bottle.

The proprietors are skilled blenders of Scotch Whiskies, but in all the experience of their Firm, extending nearly over the present century, they have never been able to accomplish anything so fully combining with the most exacting tests as is now presented in these special blends of "BOS."

Correspondence Invited from Firms who desire to handle our Whiskies.

PEASE, SON & CO., Leith, SCOTLAND.

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HONGKONG, CANTON, SHANGHAI & HANKOW.

EDWARDS' HARLENE FOR THE HAIR EDWARDS'

THE GREAT HAIR PRODUCER AND RESTORER.

Is the Best Dressing, specially prepared and Perfumed for Toilet Use.

"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS IT FALLING OFF AND TURNING GREY. Unequalled for Promoting the Growth of the Beard and Moustache.

THE WORLD-RENOWNED REMEDY FOR BALDNESS.

For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Grey Hair to its Natural Colour, its without a rival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 2/-, 3/6, and (triple size) 6/6 per bottle. May be had from Chemists, Hairdressers and Stores all over the World.

"EDWARDS' HARLENE" CO., 95 & 96, HIGH HOLBORN, LONDON, W.C.

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

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BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

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MIIKE COTTON SPING MILL, LTD., "
TOKIO COTTON SPINNING MILL, "
HAYASHI CLOCK FACTORY, "

Hongkong, August 5, 1897. 1419

HONGKONG MARKET PRICES.

Corrected to Saturday, July 9, 1898.

At 1020 Cash per Dollar Mexican.

		Price Highest Cash.	Price Lowest Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路烟猪肉
" Amo. Sugar cured	"	440	—	花旗烟猪肉
" Foochow,	"	220	—	福州烟猪肉
" Japan, cured	"	240	—	日本烟猪肉
Beef sirloin & prime cut.	catty	160	—	尾龍扒
" Corned,	catty	190	—	鹹牛肉
" Roast,	"	170	—	燒牛肉
" Soup,	"	120	—	湯肉
" Steak,	"	170	—	牛肉起
Bullock's Brains,	per set	50	—	牛腦
" Tongue fresh,	each	360	—	牛脷
" " corned	"	400	—	鹹牛利
" Head,	"	400	—	牛頭
" Heart,	"	180	—	牛心
" Hump, Salt	catty	180	—	牛肩
" Feet,	each	60	—	牛蹄
" Kidneys,	"	60	—	牛腰
" Tail,	"	140	—	牛尾
" Liver,	catty	110	—	牛肝
" Tripe (undressed)	catty	60	—	牛肚
Calves Head and Feet,	set	550	—	牛仔頭脚
Hams, American,	lb.	360	—	花旗火腿
" Chinese,	"	250	—	金華火腿
" English, New,	"	450	—	來路火腿
" Japan cured,	"	280	—	日本火腿
" Shanghai,	"	200	—	上海火腿
Mutton Chop,	"	200	—	羊扒骨
" Leg,	"	200	—	羊脚
" Shoulder,	"	180	—	羊手
Pigs' Chitlings	catty	70	60	猪腸
" Feet,	"	110	—	猪蹄
" Fry,	"	160	—	猪雜
" Head,	each	500	—	猪頭
" Heart,	"	50	40	猪心
" Kidneys,	pair	100	80	猪腰
" Liver,	lb.	150	—	猪肝
Pork, Chop,	catty	180	—	猪坤骨
" Corned,	"	—	—	鹹猪肉
" Leg,	"	200	—	猪脚
" Fat or Lard,	"	170	—	猪油
Sheeps' Head and Feet,	set	450	—	羊頭脚
" Heart	each	70	—	羊心
" Kidneys,	"	100	—	羊腰
" Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet, Beef,	lb.	140	—	生牛油
" Mutton,	"	140	—	生羊油
Veal,	catty	160	—	牛仔肉
Poultry.				生口
Chicken,	catty	250	—	鷄仔
Capons,	"	280	—	閹鷄
Ducks,	"	200	—	鴨
Doves,	each	140	—	斑鳩
Eggs, Hen	doz.	120	—	鷄蛋
" Duck	"	110	—	鴨蛋
Fowls,	catty	210	—	鷄
Geese,	"	180	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	"	—	—	麝香獐
Pigeons,	"	120	—	白鴿
Partridges,	each	—	—	鶉鳥
Pheasants,	brace	—	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail,	each	—	—	鶉鶉
Snipe,	"	—	—	沙鷐
Turkeys, Cock,	catty	1[illegible]00	—	火鷄公
" Hen,	"	480	—	火鷄母
Teal,	each	—	—	水鴨
Wild Ducks,	pair	—	—	上海水鴨
Fish.				海鮮
Barbel,	catty	180	—	鯉魚
Bream,	"	90	—	鯛魚
Bombay Ducks,	pieces	320	—	孟買魚
C'ton Fresh Water Fish,	catty	100	—	廣東魚
Carp,	"	100	—	鯉魚
Catfish,	"	—	—	赤魚
Codfish, Salt,	"	180	—	鹹鱈魚
Crabs,	"	200	—	蟹
Cuttle Fish,	"	110	—	墨魚
Dab,	"	100	—	沙瓦魚
Dace,	"	90	—	黃尾鯽
Dog Fish,	"	—	—	鯊倒沙
Eels, Congor,	"	—	—	海鰻
" Fresh water,	"	180	—	淡水鰻
Eels, Yellow,	"	120	—	黃鰻
File Fish,	"	—	—	剝皮魚
Frogs,	"	200	110	田鷄
Fresh Fish,	"	110	—	鮮魚
Garoupa,	"	820	—	石斑
Gudgeon,	"	240	—	白鱎魚
Gurnard,	"	180	—	紅角
Herrings,	"	140	—	白
" smoked	box	110	—	熏黃魚
Halibut,	catty	180	120	鞋底魚
Labrus,	"	160	—	黃花魚
Leech,	"	370	—	烏魚
Lobsters,	"	200	—	龍蝦
Mackerel,	"	—	—	鯖魚
Monk Fish,	"	200	—	老魚
Mullet,	"	180	—	鯔魚
Oysters,	"	120	—	生蠔
Perch,	"	180	—	鮭仔魚
Perch,	"	120	—	鱸魚
Pike,	catty	—	—	花鯉
Plaice,	"	—	—	鰈魚
Pomfret, White	"	280	—	白鯧
Pomfret, Black	"	140	—	黑鯧
Prawns,	"	250	—	明蝦
Ray,	"	300	—	比芭沙
Rock Fish,	"	60	—	石狗公
Roach,	"	—	—	鯉魚
Salmon, (Canton)	"	270	—	馬友魚
Shark,	"	50	—	鯊魚
Salt Fish,	"	100	—	鹹魚
Skate,	"	60	—	鱝魚
Shrimps,	"	160	—	蝦
Snapper,	"	220	—	立魚
Soles,	"	170	—	龍沙魚
Tench,	"	120	—	鯄魚
Turbot,	"	120	—	左口魚
Turtles, small, fresh water,	"	250	—	烏龜
Whiting,	catty	70	—	長鱁
White Bait,	"	90	—	銀魚仔
Fruits.				果子
Apples, (California),	catty	—	—	金山平菓
" (Tientsin),	"	—	—	天津平菓
" (Japan),	"	—	—	日本平菓
Bananas, fragrant,	"	30	—	香蕉香蕉
" (brides),	"	30	—	山香蕉
Chestnuts, Chinese,	"	130	—	風栗
Carambola,	"	—	—	楊桃
Cocoanuts,	each	60	—	椰子
Ground Nuts,	catty	100	—	花生
Grapes,	"	—	—	鮮提子
Lemons, China,	"	90	60	檸檬
" Peel,	"	—	—	橘餅
Lichees, Dried,	"	—	—	荔枝肉
" Fresh,	"	100	80	荔枝
Limes, (Saigon),	"	30	—	西貢檸檬
Mango, (Saigon),	each	—	—	西貢芒果
" (Manila),	"	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	10	—	新會甜橙
" Green,	"	—	—	青橙
" Coolie,	"	—	—	柑
Olives,	"	—	—	白橄
Peaches,	"	150	—	桃
Pears,	catty	70	—	沙梨
" (Tientsin),	"	—	—	天津密梨
Pine-apples,	each	60	—	本地密菠蘿
Plum, Red,	"	80	50	紅李
Pumelo,	each	—	—	碌柚
" (Siam),	catty	100	—	暹羅柚
Raisins, Muscatel,	"	—	—	葡萄乾
" Pudding,	"	—	—	葡萄
Water Chestnuts, com.	"	40	—	馬蹄
" Mandarin,	"	50	—	荸薺馬蹄
Walnuts,	"	120	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	—	—	上海丫蒜竹
Beans, (French),	"	100	80	佛國豆
" Long,	"	40	—	豆角
Beet Root,	each	30	—	紅菜頭
Brinjals, Green,	catty	—	—	青茄
" Red,	"	40	—	紅茄
Brassica,	"	40	—	白菜
Bamboo Shoots,	"	100	—	竹筍
Cabbage, Chinese com.	"	50	—	菜頭
Cabbage,	each	100	80	椰菜
Cauliflower,	"	—	—	椰菜花
Carrots,	catty	80	—	金筍
Celery, Chinese,	"	100	—	芹菜
" English,	"	—	—	芹菜
Chillies Dried,	"	80	—	辣椒乾
" Red,	"	80	—	紅辣椒
Curry Stuff, English,	"	80	—	咖喱材料
Cucumbers,	"	80	—	青瓜
Bitter Squash,	"	40	—	苦瓜
Garlic,	"	80	—	蒜頭
Ginger, young,	"	70	60	新子薑
Horse Radish, S'hai,	"	120	—	辣根
Indian Corn,	piece	30	—	玉米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生草菌
Onions, Bombay,	"	110	—	洋蔥頭
" Green,	"	80	—	生蔥
" Shanghai,	"	60	50	上海蔥頭
" Japan,	"	60	—	日本蔥頭
Okroos,	"	90	—	秋葵
Parsley, English,	bundle	10	—	洋芫荽
Potatoes, Sweet,	catty	20	—	番薯仔
" Shanghai,	"	—	—	上海薯仔
" Japan,	"	25	—	日本薯仔
" American,	"	—	—	花旗薯仔
" Foochow,	"	30	—	福州薯仔
" Macao,	"	20	—	澳門薯仔
Pumpkin,	"	20	—	番瓜
Purslane,	"	—	—	菁仔菜
Papaw,	"	35	20	木瓜
Radish,	dozen	80	—	紅蘿蔔仔
Rice, best quality, per picul,		$6.00		上白米
" Common " "		$5.00		中白米
Shallots,	catty	40	—	蔥頭
Spinage, (Chinese)	"	30	—	菠菜
Spinach,	"	80	—	菠菜
Snake Gourd,	"	80	—	蛇瓜
Tomatoes,	"	90	80	番茄
Taro,	"	80	—	芋頭
Turnips, Pickl. (Jap.)	"	40	—	蘿白
Vegetable Marrow,	"	80	—	番瓜
" " (Long)	"	40	—	長番瓜
Water Cresses,	"	60	—	西洋菜

ALEXANDER WATSON,
Assistant Inspector of Markets.

Printed and published by Chun Wongsang Kam, at the China Mail Office, No. 1 Wyndham Street, Hongkong.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Section.	Day.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination	Remarks.
Steamers									
Avara	5	k	Kilgour	Brit. str	2481	July 6	Captain		
Ballerop on	5	k	Peters	Brit. str.	1318	July 8	Butterfield & Swire		
Benvenue	3	c	Potter	Brit. str.	1467	July 3	Gibb, Livingston & Co		
Bermida	3	c	Bigabino	Italian str.	1299	July 7	Carlowitz & Co.	Singapore & Bombay	July 12.
Butuan	5	k	Maddrigo	Span. str.	328	Feb. 15	B andao & Co.	H ihow & Bangkok	July 10.
Chow Fa	2	c	Williamson	Brit. str.	1055	June 29	Yuen Fat Hong	Nagasaki	Jul, 13.
Daphne	3	c	Niezi	Ger. str.	1291	July 6	Siemssen & Co.		
Delia	5	k	Christiansen	Ger. str.	3290	July 9	Siem ssen & Co.		
Doncalion	5	k	Branch	Brit. str	1374	July 2	Butterfield & Swire	Sandakan	July 11.
Eddie	5	c	Land	Brit. str	1083	July 7	Admiralty		
Fatsang	5	c	Moncur	Brit. str.	1410	July 7	Jardine, Matheson & Co.		
Fushun	3	h	Lent	Chi. str.	1504	July 8	C. M. S. N. Co.		
Glenearn	1	c	Murray	Brit. str.	1424	June 22	Jardine, Matheson & Co.		
Glenfarg	5	c	Selby	Brit. str.	2350	July 8	Jardine, Matheson & Co.	San Francisco	July 16.
Hansa	3	c	Marx	Ger. str.	1202	July 6	Woo Fat		
Isidoro Pons			Rosa	Span. str.	625	April 14	Order		K'loon Dock
Kagoshima Maru	3	c	Ekatsand	Japan. str.	1899	July 9	Nippon Yusen Kaisha		
Kong Beng	3	h	Joolin	Brit. str.	862	July 5	Woo Fat		
Kwanon Maru	3	c	Wase	Japan. str.	1616	July 3	Sam Yik Loong		
Kweiyang	3	c	Outerbridge	Brit. str.	1062	July 8	Butterfield & Swire	Tientsin	July 11.
Loongmoon			Schuh	Ger. str.	1245	July 8	Siemssen & Co.		K'loon Dock
Mongkut	3	c	Calder	Brit. str.	869	July 7	Woo Fat		
Oslo	3	c	Petersen	Norw. str.	778	July 2	M. A. A. De Souza & Co.	Bangkok	July 11.
Progress	3	c	Braudt	Ger. str.	687	July 8	Chinese		
Queen Mary	5	h	Simpson	Brit. str.	2264	July 4	Government		
Rio	5	c	Christensen	Ger. str.	1109	July 2	Jebsen & Co.		
Rohilla	5	k	Lockyer	Brit. str.	2 16	July 6	P. & O. S. N. Co.	Yokohama	July 10.
Senta	5	c	Voss	Ger. str.	2059	July 9	Siemssen & Co.	S'pore & Hamburg	July 12.
Sinkal	4	c	Verdmann	Japan. str.	264	July 6	Order		
Suisang	5	h	Payne	Brit. str.	1776	July 5	Jardine, Matheson & Co.	S'pore & Calcutta	July 12.
Tatsang	3	c	Sawer	Brit. str.	1805	July 8	Jardine, Matheson & Co.		
Tuncarville	3	c	Brown	Brit. str.	1535	July 1	Meyer & Co.		
Triumph	3	c	Rieke	Ger. str.	675	July 7	Jebsen & Co.	Hoihow	July 10.
Wong-koi	5	c	Stonham	Brit. str.	1152	July 9	Butterfield & Swire	Swatow & Bangkok	July 12.
Sailing Vessels.									
Duchesse Anne	5	k	Cervony	Fch. bqe.	1114	June 23	Carlowitz & Co.		
Etha Rickmers	2	k	Rose	Brit. str.	1754	June 17	Arnhold, Karberg & Co.		
Crown of Germany	5	k	McIlgorm	Br. 4m. bk.	2154	July 9	Skott & Co.		
Hawthorn Bank	2	h	Greig	Brit. bqe.	1288	May 21	Standard Oil Co.		
Kelat	2	k	Hughes	Brit. sh.	1823	June 23	Standard Oil Co.		
Marian Woodside	2	k	Russell	Brit. bqe.	1479	May 28	Order		
Mary L Cushing	2	k	Pendleton	Amer. sh	1575	June 7	Standard Oil Co.		
Metropolis	2	k	Richard	Br. 4m. bk.	1697	June 21	Order		
Muskuka	2	k	Crowe	Br. 4m. bk.	2269	June 21	Order		
Old Kensington	5	h	Tucker	Brit. sh.	1777	June 25	Admiralty		
Penobscot	2	k	McCalder	Amer. sh.	1067	June 28	Dodwell, Carlill & Co.		
Prince Arthur	2	k	Olsen	Norw. bq.	1598	July 3	Order		
Richard Rickmers	5	k	Benecke	Ger. bqe.	1325	June 18	Arnhold, Karberg & Co.		
Rose	2	k	Garrick	Brit. bqe.	1595	May 29	Order		
Samar	2	k	Forbes	Amer. bqe.	1032	May 20	Order		
State of Maine	2	k	Curtis	Amer. sh.	1447	May 12	Standard Oil Co.		

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. the height given in the table.

10th to 16th July.

		High Water.		Low Water.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
Sun.	10	m 2 15	2 9	m 7 15	1 0
		1 54 a	2 10	2 51 a	0 0
Mon.	11	m 3 1	2 11	m 8 55	1 0
		3 13 a	2 1	3 26 a	0 6
Tues.	12	m 3 48	2 3	m 10 59	0 8
		4 37 a	1 6	3 1 a	0 10
Wed.	13	m 4 37	2 6	0 27 a	0 2
		5 30 a	1 4	3 43 a	1 1
Thur.	14	m 5 25	2 10	1 20 a	0 4
		6 30 a	1 4	10 33 m	1 3
Fri.	15	m 6 10	1 2	1 51 a	0 9
		8 36 a	1 6	11 30 m	1 4
Sat.	16	m 6 51	1 6	2 27 a	1 8
		10 8 a	1 7		

CHINA COAST METEOROLOGICAL REGISTER.

July 8th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Sea.
W'foo'stock	29.62	87	—	SE	5	n	—
Tokio	29 07	—	—	d	0	—	—
Kochi	29.8	—	—	s	2	—	—
Nagasaki	29.83	—	—	SW	3	—	—
Kagoshima	29.87	—	—	W	0	—	—
Gutzlaff	29 71	87	80	SSE	3	ov	—
Sharp Pk	29 77	87	79	S	1	c	—
Amoy	—	86	80	SE	3	c	—
Swatow	29.82	85	—	SSE	2	c	—
Canton	29.74	91	70	SS	2	c	—
Hongkong	29.74	89	92	S	3	cp	—
Vict. Peak	—	—	—	SSE	2	—	—
Gap Rock	29.74	—	—	NE	2	—	—
Macao	29.7	84	—	ESE	1	c	—
Haiphong	—	—	—	—	—	—	—
C.S. James	—	—	—	SW	3	bm	—
Manila	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—

July 9th.—AT 10 A.M.

W'foo'stock	29.70	85	89	SE	3	c	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Gutzlaff	29.79	82	87	S	3	c	—
Sharp Pk	29.87	80	68	SSW	2	b	—
Amoy	29.91	82	83	SE	2	c	—
Swatow	29.89	84	—	S	3	b	—
Canton	29.80	84	83	SE	2	c	—
Hongkong	29.8	81	83	SSE	5	cdq	—
Vict. Peak	—	—	—	SSE	6	—	—
Gap Rock	29.84	—	—	SSE	6	—	—
Macao	29.82	84	—	SSE	1	c	—
Haiphong	29.74	81	93	S	1	c	—
C.S. James	—	—	—	SW	3	r	—
Manila	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—

F. G. Finn, *First Assistant.*

Hongkong Observatory, July 9, 1898.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. Temperature, in the shade, in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, in five points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, 1 blue sky, 2 detached clouds, 3 scattering clouds, 4 cloudy, 5 hazy, 6 misty, 7 fog, 8 showery, 9 squally, 10 rain, 11 snow, 12 thunder, 13 visibility, 14 hail (small), 15 hail (large), 16 lightning.

SHARE LIST.—QUOTATIONS—JULY 9, 1898.

Stock.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	198 % prem. $372, buyers
Bank of China & Japan, Limited preference shares	30,000	£ 5	£ 5	nom.
,, ordinary ,,	100,000	£ 8	£ 4	nom.
,, deferred ,,	1,250	£ 10	£ 1	£5.5
National Bank of China, Limited	[illegible]	£ 10	£ 5	$17
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 25	$ 5	$138, sales and sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.3	$ 2	$62, buyers
North-China Insurance Co., Ld.	5,000	£ 10	£ 25	£14 18/, buyers
Straits Insurance Co., Ld.	30,000	$ 10	$ 2	$9½, sellers
Union Insurance Society, Ld.	10,000	$ 25	$ 5	$217½, sales and sellers
Yangtsze Insurance Association, Ld.	8,000	$ 10	$ 6	$180, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 2	$99
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 5	$332½, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 12	all	20 % prem =$467½
STEAMBOATS.				
China and Manila S. S. Co., Ld.	6,000	$ 50	all	$80
Douglas Steamship Co., Limited	30,000	$ 50	all	$58, sellers
H.K. C. and M. Steamboat Co., Ld.	30,000	$ 15	$ 1	$25½ buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$56½, ex div., buyers
China Mutual S. N. Co.	20,000	£ 10	£ 1	£9.10, buyers
Do. (new issue)	30,000	£ 1	£ 1	£2.5 / £2.15, buyers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$167
Luzon Sugar Company, Limited	7,000	$ 10	all	$38, sales and sellers
WHARVES.				
HK. & Kow. Wharf & Godown C.	20,000	$ 50	all	$90
Wanchai Warehouse and Storage Company, Limited	2,600	$ 10	$ 37	$41½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 10	$ 5	$71, sellers
Kowloon Land and Building Company	6,000	$ 5	$ 3	$17, sellers
Humphreys' Estate & Finance Co.	25,400	$ 10	all	$8½, sellers
West Point Building Co., Limited	12,500	$ 5	$ 4	$20, sellers
TRAMWAYS.				
HK. High Level Tramways Co., Ld.	1,250	$ 100	all	$107
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$ 1	all	$3.70
New Punjom Mining Co., Ld.	60,000	$ 1	all	$5½, buyers
,, ,, Preference shares	30,000	$ 1	all	$1.60, sales
Great Eastern and Caledonian Gold Mining Co. Ld.	18,000	$ 5	$ 5 / $ 2½	$4.80 / $3.30, buyers
Société Française des Charbonnages du Tonkin	12,000	Frs. 500	all	$110, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 1	all	50, sts.
,, ,, Preference shares	75,000	$ 1	all	6½ sts.
Raub Aust. Gold Mining Co., Ld.	200,000	$ 1	13/16	$35½, sellers
Rivers Freehold Mines, Ltd.	A 15,000 / B 20,000	$ 5 / $ 5	$ 2 / $ 3	$3.80
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 10	$ 5	nom.
J. G. Brown & Co., Limited, in liq	6,000	$ 50	all	$5, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$51½
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 1	all	$11.25, buyers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$120
Hongkong Electric Co., Limited	30,000	$ 1	$ 1	$3½, ex div., buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 1	$ 1	$30 / $18½
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15/	$5
Campbell, Moore & Co., Limited	1,200	$ 1	all	$5, buyers
Geo. Fenwick & Co., Limited	5,000	$ 5	$ 25	$30½
Hongkong Bakery Company, Ld.	60	$ 5	all	$33
Hongkong Dairy Farm Co.	10,000	$ 7	$ 5	$5½, buyers
Hongkong Ice Company, Limited	5,000	$ 5	all	$110, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 5	all	$160, sales
Hongkong Cotton Spinning Co., Ld.	100,000	$ 10	$ 40	$21
Swo Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 10	Tls 10	Tls. 100
International Cotton Manufacturing Co., Ld.	10,000	Tls. 10	Tls 10	Tls 105, ex div.
Lacw-Kung-Mow Cotton Spinning and Weaving Co., Ld.	6,000	Tls. 10	Tls 10	Tls. 101, sales
Carmichael & Co., Ld.	2,000	$ 2	$ 2	$3
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 100	Tls 50	Tls. 512

* Founder's shares

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,000	Tls. 500	6 % per annum	104 % prem.

A. G. STONE, *Stock-broker.*

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $10,000,000.
RESERVE FUND ..... $ 8,000,000.
RESERVE LIABILITY OF PROPRIETORS ..... $10,000,000.

COURT OF DIRECTORS:—
Hon. J. J. BELL-IRVING, Chairman.
R. M. GRAY, Esq.—Deputy Chairman.
C. Beumann, Esq. | R. L. Richardson, Esq.
David Gabbay, Esq. | P. Sachse, Esq.
Armin Haupt, Esq. | R. Shewan, Esq.
Alex. MacCunnoble, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, May 20 1898. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1898. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £450,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, May 25, 1898. 846

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP ..... £ 562,500
RESERVE FUND ..... £ 10,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months ..... 4 %
" 6 " ..... 3½ %
" 3 " ..... 2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, December 1, 1897. 2340

THE YOKOHAMA SPECIE BANK, LIMITED,
ESTABLISHED 1880.

SUBSCRIBED CAPITAL, ... Yen 12,000,000
PAID UP CAPITAL, ... ,, 9,000,000
RESERVE FUND ... ... ,, 6,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
KOBE. LONDON. SAN FRANCISCO.
NEW YORK. LYONS. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. OHOH, *Agent.*

Hongkong, March 24, 1898. 639

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORISED CAPITAL, ... £1,000,000.
PAID UP CAPITAL, ... £ 624,974.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | J. T. LAUTS, Esq.
JEAN KU SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUNG, Esq.

Chief Manager.
G. W. F. PLATTAIN.

Interest for 12 months Fixed 5 %.

Hongkong, November 30, 1897. 171

THE BACK DOOR.

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form.

PRICE 10 10 10 10 10 $1.

HONGKONG SHARE MARKET.

In their weekly share report, dated Friday, 8th July, Messrs Benjamin, Kelly & Potts write:—

There have not been many transactions effected during the week and the only noteworthy change in the market is an advance in the prices of Hongkong and Shanghai Banks, Indo-Chinas and China Sugars.

Banks.—Hongkong and Shanghai Banks have improved their position still further, and sales at 195, 197, and 198 per cent. premium have been effected, the market closing steady at the latter rate. The London quotation has improved to £46 10/-.

Marine Insurances.—Unions have changed hands at $217½ and are still obtainable. China Traders are enquired for at $62. Yangtzees are offering at $130. Cantons have been bought at $133.

Fire Insurances.—Hongkong Fires have been sold at $332½. China Fires remain unchanged with no business to report.

Shipping.—Hongkong, Canton and Macao Steamboats have again changed hands at $25½ and close steady. Indo-Chinas have been sold at $61 and close with buyers. Douglas Steamships are obtainable at $58.

Refineries.—China Sugars have further advanced, and shares have been bought at $167 and $168; at the close the market is slightly easier and small lots are on offer at $168. Luzons have been sold at $38.

Mining.—Punjoms are easier and have declined to $5½ after sales at $6½ and $6.10. A telegram from the mine states that 'the mill ran 25 days, crushing 2,100 tons of ore, yielding 205 ounces of smelted gold. The cyanide plant worked 10 days, treating 200 tons of tailings, yielding 73 ounces of gold of an average assay value of £1 3s. 9d. per ounce.' Jelebus have been placed at $3.55 and $3.70, and are wanted at the latter rate. Olivers B have been sold at $3.80 and are still obtainable. Great Easterns fetched $3.25. Raubs are obtainable at $35½. A telegram from Singapore states that the result of the clean up is 2,150 ounces of smelted gold from 3,300 tons stone crushed.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been placed in small lots at 250 per cent. premium. Kowloon Wharves are steady at $60.

Lands, Hotels and Buildings.—Hongkong Lands are still offering at $71. Hongkong Hotels are wanted at $51. Providents have again been sold at $9½.

Cotton Mills.—Hongkong Cottons are wanted in small lots at $22.

Miscellaneous.—Green Islands are offering at $30 and $18½ for the Old and New respectively.

THE CONFERENCE AND THE ENCOURAGEMENT OF FOREIGN SHIPPING.

In a report on the foreign trade of Japan by Mr A. H. Lay, Assistant Japanese Secretary to Her Majesty's Legation at Tokyo, we find the following under the head of Shipping:—

During the year the Nippon Yusen Kaisha continued and further developed its foreign lines, and as most of the new vessels built in Great Britain have already been brought out, this company must now be regarded as a permanent competitor for the carrying trade to and from Japan. The large navigation bounty which it receives from the Government enables large and powerful vessels of the most modern type to be placed on the service.

The service between Europe and Japan has been somewhat irregular on account of the delay in delivery of the new steamers, owing to the engineering strike in England, but such success has been attained in obtaining full cargoes that the fortnightly sailings, which it was mentioned in last year's report were being considered, have finally been decided upon, and will shortly take effect. Much of the company's success in securing cargoes is due to the fact that the steamers are loaded for Japan direct without calling at ports *en route*. In this way consignees are able to obtain their goods more quickly than by the older lines, and the saving in interest while the goods are on the way is a considerable item in these days of keen competition. On this account the line will have the preference at equal rates of freight until the British companies see their way to make equally quick voyages.

The Shipping Conference, which originated with and is controlled by the leading British lines, continues to extend its sphere of activity, and rates to almost every quarter are now under its control. So far the power has not been abused, and rates have been maintained at a reasonable level. The uniformity of rates to any given port is a decided advantage to the trader, and probably equally so to the shipowner, but the general tendency of the Conference is to stimulate foreign shipping as against British. This may to some extent account for the recent developments of foreign lines, mainly German and Japanese, all of which have at once been admitted to the Conference, and are thus enabled at one stride to attain all the privileges which they would have taken years to reach apart from the protection of the Conference. As a rule the foreign lines offer a speedy and more regular service, especially for what are known as 'rough cargoes,' so that they naturally obtain a preference. On the voyage to London the Japanese line is allowed to accept 5 per cent less than the others; that is the price they demanded and obtained for their co-operation with the Conference. It would not be surprising if companies like the Nippon Yusen Kaisha, after having once been assisted to a recognised and assured position by their connection with the Conference, should from time to time insist upon further concessions, to the detriment of the British share in the carrying trade.

It is to be noted that, while every year sees an increase in the number of Continental lines between Europe and Japan, British interests continue to be represented by the same companies as before. So strong and extensive is the influence of the Conference in Great Britain that no outside steamer can obtain a cargo, even in spite of the fact that freights on iron from Great Britain are often 5s. per ton higher than from Antwerp, and from 5s. to 7s. 6d. per ton higher than from Hamburg. It might be well for those who are seeking the causes of the decline in British trade to direct their attention to this serious difference.

The Japanese Mercantile Marine, according to most recent statistics, consists of 736 vessels with a total tonnage of 390,534 tons, of which 570 are steamers with a tonnage of 383,223 tons, and 166 sailing vessels with a tonnage of 7,111 tons.

BRINSMEAD & Allison Pianos, the very best value.—Robinson Piano Co.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using Rowlands' Kalydor, the most soothing, healing, cooling and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Heat, Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, Impurities, Humidity, Heavy in the complexion, the lively lip rose, hands and arms in unison and delicious, unobtainable by any other means. All Fancy and Chemists and Rowlands' Macassar, and great protection against the sun.

Intimations.

SLEEP FOR SKIN-TORTURED BABIES

And rest for tired mothers in a warm bath with CUTICURA SOAP, and a single anointing with CUTICURA (ointment), purest of emollients and greatest of skin cures. This treatment will afford instant relief, and point to a speedy cure of the most torturing, disfiguring, humiliating, itching, burning, bleeding, crusted, scaly skin and scalp humours, with loss of hair, when all else fails.

Sold throughout the world. British depot: F. NEWBERY & SONS, London. POTTER D. AND C. CORP., Sole Props., Boston, U.S.A. "How to Cure Skin-tortured Babies," post free.

EVERY HUMOUR From Pimples to Scrofula cured by CUTICURA REMEDIES.

"LANOLINE" Toilet Preparations
LANOLINE
For the Health and Beauty of the Skin.
"Lanoline" Toilet Soap
Toilet "Lanoline" for Delicate and Sensitive Skins.
Darling Brand. from all Chemists.
Wholesale Depôt:—67, HOLBORN VIADUCT, LONDON.

MILKMAID BRAND CONDENSED MILK

The "Milkmaid" Brand is guaranteed to contain all the cream of the original milk. In the process of manufacture nothing but water is removed, nothing but the best refined sugar added.

Avoid low-priced brands from which the cream has been abstracted, and ask for the "Milkmaid" Brand, the best for all purposes.

Established during the first year of Queen Victoria's Reign.

CROWNED WITH SUCCESS
EDMONDSON'S SUPERIOR LEEDS DRESS FABRICS.
Mantle Cloths, Dress Goods, Coloured and Fancy Silks, Velvets, Mantle Plushes and Velvets, Flannelettes, Oxford Shirtings &c.

LADIES residing in EASTERN COUNTRIES wishing to dress in the LATEST HOME FASHIONS should send for the Patterns of Dress Goods and Silks from

THE LARGEST STOCK IN THE KINGDOM.

For over 80 years we have supplied the Wholesale Houses with our Noted Fabrics, and are now DEALING WITH LADIES DIRECT.
All descriptions of Dress Fabrics in Cotons, Muslin, Cloth, Silk, Canvas, Grenadine, Fancy Materials &c.
PATTERNS sent POST FREE.
Parcels carefully packed and sent by Mail Steamers or Parcel Post, and Carriage Paid to Port of Shipment. Only Address:—
EDMONDSON'S WAREHOUSE, LEEDS, ENGLAND.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS,
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER-WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co., ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.
LATEST PATTERNS OF SILVER PRIZE CUPS NOW IN STOCK.
27 *64, QUEEN'S ROAD.*

HONGKONG STEAM LAUNCH CO.
LAUNCHES FOR SALE, HIRE OR CHARTER,
For Picnic, Shooting, Bathing Parties, &c.
Specifications and Drawings for the Building of Launches, Tug, Cargo, Water Boats, and Small Craft of every Description.
Apply to COMPANY'S OFFICE, 15 PRAYA CENTRAL,
A. G. GORDON, *General Manager.*
Hongkong, April 1, 1898. 761

For the past quarter of a century there has been one continuous flow of testimony to the wonderful curative efficacy of the Wonderful Medicine, Clarke's World-famed Blood Mixture, for those Blood Taints that mercury and nothing else will have brought to light. Eruptions, Ulcerations, Sores, Swelling, Sore Legs, Bad Legs, Bad Blood, Rheumatism, Gout, Sciatica, Lumbago, Scurvy, Eczema, Rash, Itch, and Blood Diseases, Pimples, Boils, Blotches, Ulcers, Tumours, Abscesses, Glandular Swellings, Sore Throat, Mouth, Tongue, Tonsils, Pain in the Joints, Stiffness of the Joints, Blood Poisons, Nodes, Mercurial Poisoning, Skin Diseases, Eruptions, Pimples, Blotches, Boils, Carbuncles, Ulcers, Abscesses, Tumours, Glandular Swellings, Sore Throat, Blood Taints, Scurvy, Eczema, Itch, Scaly, Scabs, Blotches, Ulcers, Sores, Swellings, Pain in the Joints, Rheumatism, Gout, Sciatica, Lumbago, Sciatica

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *JAPAN*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—

From ITALY, ex s. s. *Sutlej*. From MADEIRA, ex s. s. *Lordiana* and *Lalpoola*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 a.m., TO-MORROW.

Goods not cleared by the 13th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival hereafter which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, July 7, 1898. 1300

STEAMSHIP *MELBOURNE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and HAVRE, ex S. S. *Tyrrep* from Bordeaux ex S.S. *Ville d'Strasbourg* and *Ville de Marseille*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 a.m., TO-DAY, the 5th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 12th Instant, will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 12th Instant, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 12th Inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 5, 1898. 1291

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *COROMANDEL*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s. s. *India*. From PERSIAN GULF, ex s. s. *Pachumba* and *Kilma*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., TO-DAY.

Goods not cleared by the 13th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, July 7, 1898. 1308

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, September 3, 1898. 1281

ASTHMA CURE
GRIMAULT'S INDIAN CIGARETTES

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble, Lyringitis and Irritation of the air passages.

Grimault's Cigarettes ease the feeling of tightness across the chest, and gives a general feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

BETTER THAN COPAIBA!!
MATICO
GRIMAULT & Cie PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time, the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the worst cases.

For sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Steamship *Kweiyang*, Capt. OUTERBRIDGE, will be despatched as above on MONDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 7, 1898. 1266

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Co.'s Steamship *Deucalion*, Captain BRANDT, will be despatched on MONDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 7, 1898. 1203

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Priam*, Capt. JACKSON, will be despatched as above on MONDAY, the 11th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 24, 1898. 1233

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Suisang*, Captain G. PAYNE, will be despatched as above on TUESDAY, the 12th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 5, 1898. 1300

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Co.'s Steamship *Changsha*, Captain WILTHEW will be despatched as above on TUESDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 6, 1898. 1292

FOR WLADIVOSTOCK *VIA* NAGASAKI.

The Steamship *Daphne*, Captain TH. SISSEN, will be despatched for the above Ports on WEDNESDAY, the 13th Inst., at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, July 7, 1898. 1311

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Pathan*, to be despatched for the above Ports on or about 15th July.

S.S. *Macduff*, to sail about 31st July.

S.S. *Sikh*, on or about 18th August.

For Freight or Passage, apply to—

DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 20, 1898 1258

'BEN' LINE OF STEAMERS.

FOR LONDON.

The Steamship *Benglos* Captain THOMSON, will be despatched as above on or about the 10th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 8, 1898. 1314

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Craigearn* will be despatched as above on or about the 20th July.

To be followed by:—

S.S. *Fortuna*, on or about 5th August.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 8 1898. 1318

"BEN" LINE OF STEAMERS.

FOR NEW YORK.

The Steamship *Benmohr*, Captain BOUTILIER, will be despatched as above on or about the 25th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 8, 1898. 1315

Sailing Vessels.

FOR SAN FRANCISCO.

100 A.1. British Ship *Hawthornbank*, BERG, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, June 13, 1898. 1169

FOR NEW YORK.

The 100 A.1. British Barque *Macfin Woodside*, RUSSELL, Master, is loading for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, June 1, 1898. 1208

Shipping.

Steamers.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSAWA, SUEZ, PORT SAID, FIUME & TRIESTE.

(*Taking Cargo at through rates to* SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, *and* ADRIATIC PORTS.)

The Co.'s Steamship *Vindobona*, Captain C. BELLEN will be despatched as above on MONDAY, the 11th Instant, in the AFTERNOON.

Silk and Valuables are transhipped at Bombay into an accelerated Express.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, July 9, 1898. 1236

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE, and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Bormida*, Captain BARABINO, will be despatched as above on TUESDAY, the 12th Instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, July 7, 1898. 1310

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* STRAITS.

(*Taking Cargo at through rates for* LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Moyune*, Captain R. CONRADI, will be despatched as above on or about the 15th Instant.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, July 5, 1898 1223

Intimations.

KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS

BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,

but is unrivalled in destroying FLEAS, BUGS COCKROACHES, BEETLES, MOTHS IN FURS, and every other species of insect. Sportsmen will find this invaluable for destroying fleas in their dogs, as also ladies for their pet dogs.

The PUBLIC are CAUTIONED that packages of the genuine powder bear the autograph of THOMAS KEATING. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, London.

THOMSON'S SLOTTED RIVETS.

FOR Making attachments in the Manufacture and Repair of HARNESSES, STRAPS, BELTS, SHOES and other Goods made of LEATHER RUBBER, FELT, PASTEBOARD, SHEET-IRON or WOOD.

This RIVET does not require a hole before, nor a Burr after inserting, which can be done as simply and as quickly as the driving of a tack. It makes a strong clinch on the opposite side of the Goods, without cutting away or weakening the material.

Can be had through all English Merchants and Storekeepers. Full descriptive Price List on application to the BIFURCATED RIVET Co., LTD., 10, WOOL EXCHANGE, LONDON, E.C.

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be

Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS,
Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages they are invaluable.

The 1/1½d. boxes contain 56 Pills.
Price, 50 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China—WATSON & Co., 66, Queen's Road.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 16th July, at Noon, the Company's Steamship *CALEDONIEN*, Captain DURRANDE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that Port on the 23th Instant, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 15th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 2, 1898. 1282

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Wednesday	July 20.
Prinz Heinrich	Wednesday	August 17.
Darmstadt	Wednesday	Sept. 14.
Preussen	Wednesday	October 12.
Suchsen	Wednesday	November 9.
Bayern	Wednesday	December 7.
Prinz Heinrich	Wednesday	Jan. 4, 1899.

ON WEDNESDAY, the 20th day of July, 1898, at 9 a.m., the Company's S.S. *BAYERN*, Captain E. FRESIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th July, Cargo and Specie will be received on board until 5 p.m., on TUESDAY, the 19th July, and Parcels will be received (at the Agency's Office until Noon, on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess, linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, June 23, 1898. 1229

Intimations.

ATKINSON'S EAU DE COLOGNE

THE FINEST ENGLISH MAKE.

More Fragrant, More Lasting; and very much more refreshing than all others.

USE ATKINSON'S ONLY.

AND BEWARE OF IMITATIONS.

Only genuine with "White Rose" Trade Mark. Of all Dealers & of the Manufacturers—

J. & E. ATKINSON, Limited, 24, Old Bond Street, London.

NOW ON SALE.

INDEX TO THE CHINA REVIEW from VOLUMES I to XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

PRICE, ... 50 CENTS.

To be had at the *China Mail* Office, Messrs. KELLY & WALSH, Messrs. LANE CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Glenfarg* (via Amoy, S'hai, N'ki, Kobe, Inland Sea, Y'hama and Honolulu)	SATURDAY, July 16, at Daylight.
City of Rio de Janeiro (via Shanghai, N'ki, Kobe, Inland Sea, Y'hama & H'lulu)	TUESDAY, Aug. 23, at Noon.

THE U.S. Mail Steamship *GLENFARG* will be despatched for SAN FRANCISCO, *viâ* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 16th July, at Daylight, carrying freight for Japan, the United States, and Europe.

* This Steamer will carry NO PASSENGERS.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of sample required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 1, 1898. 1138

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, July 26, at Noon
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	Saturday August 13 at noon.

THE Co.'s Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

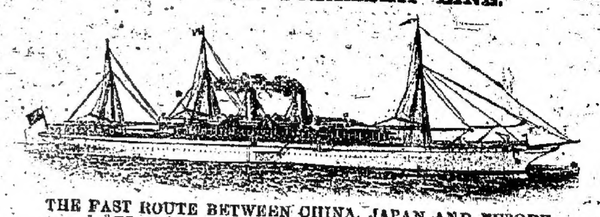
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 5, 1898. 1196

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

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PROPOSED SAILINGS FROM HONGKONG.

(*Subject to Alteration.*)

EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 20th July/98.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 10th Aug./98.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 31st Aug./98.

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The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second, to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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D. E. BROWN, *General Agent*,
PEDDER STREET.

Hongkong, June 29, 1898. 1260

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
MIIKE MARU, S. KAWAMURO,	BOMBAY, *Via* SINGAPORE (Transhipping Cargo for JAVA PORTS) and COLOMBO.	TUESDAY, 12th July, at Noon.
TOSA MARU, C. HILLCOAT,	KOBE and YOKOHAMA.	WEDNESDAY, 13th July, at 4 p.m.
KAGOSHIMA MARU, J. W. EKSTRAND,	KOBE and YOKOHAMA.	WEDNESDAY, 13th July, at 4 p.m.
* *RIOJUN MARU*, A. E. MOSES,	SEATTLE, Wash., U.S.A., *Via* KOBE & YOKOHAMA.	THURSDAY, 14th July, at 4 p.m.
HAKATA MARU, F. L. SOMMER,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, (Transhipping Cargo for JAVA PORTS PENANG, COLOMBO and PORT SAID.)	TUESDAY, 19th July, at 4 p.m.
OMI MARU, C. YOUNG,	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 25th July, at 4 p.m.
YAMASHIRO MARU, J. JONES,	SYDNEY and MELBOURNE, *Via* THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 29th July, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, July 8, 1898. 1306

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH Northern Pacific Railway Co.

Steamer.	Tons	Captain.	Proposed Sailing.
Victoria	3167	J. Trueblidge	July 19
Olympia	2608	F. H. Dobson	Aug. 6
Arizona	5305	R. Panton, R.N.R.	Aug. 23
Tacoma	3549	A. Dixon	Sept. 17

FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer.	Tons	Captain.	Proposed Sailing.
Braemar	3601	E. Porter	Aug. 18
Mogul	3664	C. H. Butler	Sept. 10
Columbia	2065	A. Gow	Oct. 1
Braemar	3601	E. Porter	Nov. 5

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, £17.

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HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £23.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, July 4, 1898. 1290

WEEKLY NEWS FOR HOME.

The Overland China Mail,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, or their addresses being forwarded to the Office.

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Per Annum,	$12.00,	postage,	$1.80
" Quarter,	3.00,	"	0.90
" Single Copy,	0.30,		

China Mail Office, Hongkong.

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Chairs.

IN VICTORIA WITH TWO BEARERS.

	$ c.		$ c.
Half hour	0.10	Three hours	0.50
One hour	0.20	Six hours	0.70

Day (6 a.m. to 6 p.m.) $1.

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour	0.60	Six hours	1.50
Three hours	1.00	Day (6 to 6)	2.00

Jinrikishas.
(With single driver).

Quarter hour	0.05	Hour	0.18
Half hour	0.10	Every subsequent hour	0.10

NOTE.—Victoria extends from Mount Davis to Cemetery Bay and up to the level of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra passengers or children and extra luggage to be paid proportionate rate.

THE sailing ship *Crown of Germany*, which left Manila on July 1, arrived here to-day.

THE Band of the Hongkong Regiment will not play on the sea front, Kowloon, on Sundays, until further notice.

THE first match of the Water Polo Shield Competition, which come to an unfortunate termination, will be replayed on Monday, at 5.30 p.m., in the V.R.C. enclosure. K.O.R. No. 1 team will meet V.R.C. No. 1 team. The following represent V.R.C.'s team:—*Goal*, R. Henderson; *backs*, J. Carvalho and T. Meek; *half-back*, A. E. Alves; *forwards*, W. A. Stupani (Capt.), A. A. Alves, and W. Armstrong. *Referee*—Lt. Lloyd, K.O.R.

THE Great Powers have abstained from any negotiations for mediation in the Spanish-American war, and seem resolved not to move unless invited by both belligerents. The crushing defeat of Admiral Cervera's squadron, however, has apparently knocked the spirit out of Spain, and Reuter states that it is expected that General de Campos will form a Cabinet and propose peace. It remains to be seen what will be the conditions of the peace. At Washington a month ago, the question was under consideration, and the generally-accepted minimum then was freedom for Cuba, the annexation of Puerto Rico, and the retention of Luzon, and, possibly, of the whole of the Philippines, unless a satisfactory arrangement was come to concerning the payment of an indemnity and the introduction of reforms. Mr Chauncey Depew, in the course of an interview, has said that if Spain sued for peace, her overtures would be met in the most widely conciliatory spirit. If, however, she persevered until she was compelled to cry out for mercy, then the United States would insist upon what they considered just terms. The United States did not wish to annex Cuba, but to establish there a Government of order and liberty. It would, in any case, be well to keep Puerto Rico and a port in the Philippines, but, if the war lasted long, Spain might be deprived of all her Colonial possessions.

WE have seen another letter written by a bluejacket of the U.S. flagship *Olympia* to a friend in Hongkong, from which we cull a few extracts. Speaking of the arrival of the troops, he says:—There was great rejoicing when the troops came in. The band played 'Rally round the Flag' and similar tunes, while all the boys cheered until they were hoarse. The soldiers have been visiting the ships in large numbers. There will be some difficulty in maintaining discipline among the boys until they have made up for the long trip from the States, packed like sardines in a box. The troops number 2,500 and are composed of two batteries of light artillery and the rest infantry. One thousand are U. S. regulars and the remainder are Volunteers. They have been landed at the Navy Yard. There are plenty of good buildings ashore to shelter them, and with proper care they should fare very well, although they have to depend on the rain for water. There is no danger of the supply failing, for it rains enough almost every day to fill the tanks placed under the shores of the house.' The writer says the rebels are encouraged by the presence of the U.S. troops, and were making it warm for the Spaniards. On the evening of July 2, the rebels towed a large barge, on which they had mounted guns, up to within range of the forts, and the Spaniards fired at them for some time, apparently without effect. Of the capture of the gunboat *Leyte*, he says, 'I felt sorry for the Captain when he came up the gangway to come aboard, thinking, perhaps, he would go over it next time a corpse. He begged the Admiral not to turn him over to the rebels, and just then Aguinaldo came on board and told the Admiral that he (the prisoner) was formerly with the rebels, and thinking the Spaniards would win the day had deserted. He is safe in the Navy Yard, guarded by the U.S. soldiers.' A number of mechanics accompanied the troops, and should they think it possible they are to proceed to raise some of the sunken Spanish ships. There are very extensive shops at Cavite, and facilities for doing exceptionally heavy work. The ships of the U.S. Navy had been very busy taking in supplies of ammunition from the transports. Four hundred tons of dynamite arrived in the transports and preparations were being made to mine the entrance to the harbour. The boys are wishing and waiting for the time for the arrival of the Spanish fleet, but it will be at least thirty days before they reach here, and the harbour will then be impregnable. There is no doubt the city will fall at the first attack, but in case they hold out our large supply of shrapnel will enable us to lay the city in ashes in twelve hours' time.' A survey of the harbour of Manila shows that the American ships can go close in to the shore near the mouth of the river, to which position the Spanish guns cannot be trained. The Spanish batteries are mounted to fire directly in front of the city and no provision has been made for attacking ships coming close inshore at the river mouth.

VERMIN AT THE DOGS!—At Kowloon—Isidore Poss, Fulbor, Ningpow, Hygeia, Hongmoon, Sai Kung, Hung Hom.
Communicate.—C. M. P. Hughes, Kowloon (Peak).

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 7th July, 1898.

THE LOSS OF THE *LABOURGOGNE*.

The loss of life by the sinking of the French Atlantic liner *Labourgogne* is estimated at 526. Frightful confusion and fighting for the boats prevailed and no attempt was made to save the women and children. The saved include 108 of the crew, who seized the boats and repulsed the passengers.

THE LAST OF ADMIRAL CERVERA'S SQUADRON.

The *Reina Mercedes*, the last of Admiral Cervera's squadron, attempted to leave the harbour of Santiago de Cuba on Monday at midnight and was immediately sunk by the American fleet. She now lies, partly submerged, at the entrance of the harbour.

[The *Reina Mercedes* is sister ship to the well-known *Reina Cristina*, now lying submerged in Manila Bay.—ED. C.M.]

THE STATE OF SPAIN.

The Palace at Madrid is guarded.

It is expected that General de Campos will form a Cabinet and propose peace.

THE ANNEXATION OF HAWAII.

The Senate has passed the resolution to annex Hawaii to the United States of America.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 9th at 11.45 a. The barometer has risen generally, except in Tongking. Pressure remains high in the Pacific to the E. of Formosa, with relatively low pressure lying over S.W. China. Gradients slight to moderate for S. winds on the China coast. Forecast:—fresh SE and S winds; squally, showery.

NOTES BY THE WAY IN A SAILOR'S LIFE.

A SINGULAR MEETING.

A few years ago I had with me as Chief Mate a man who had left his home when quite a boy to come to China. After arrival in Shanghai he got a position as quartermaster and worked his way up to Chief Mate.

After about eighteen years' absence from his home, an older brother of his came to Shanghai in command of a sailing ship, and the two brothers met. The Captain and I were introduced to each other, and I invited him to spend all the time he could with his young brother on board the steamer. Later the Captain asked me to use my influence to get his brother to go home with him to see his mother, who was a very old lady, and always yearning to see her child 'Sam.' After some trouble, I persuaded him as a matter of duty to go home and obtained for him a year's leave of absence. He left Shanghai in his brother's ships and went to Iloilo, where the vessel loaded, and sailed for America. When the vessel was well on her way towards the Cape of Good Hope they had one very calm day, and at a short distance from them was another vessel showing the American flag. The two brothers agreed to have a boat lowered and to pull over to the stranger for a short visit. This was done, and to their great surprise when they got on board they found the Captain was their own elder brother.

The two Captains had been employed in different ports, and on different voyages and had not met each other in fifteen years, and the oldest and the youngest, had never met before.

A. E. K.

NURSES' MEMORIAL FUND.

The Honorary Treasurer begs to acknowledge receipt of the following subscriptions:

Already acknowledged	$2,020
Capt. Berger	10
V. H. Deacon	10
H. C. Nicolle	10
E. S. Wheeler	10
Mrs Craddock	10
Dr Gerlach	10
Dr Paulun	10
Capt. W. E. Kent	5
Madam D'Almada Remedios	5
F. C. Wilford	5
C. E. P.	5
Capt. C. V. Lloyd	5
E. W. Mitchell	5
J. F. Boulton	5
J. W. Cumming	5
A. Stewart	5
W. Taylor	5
W. D. Sutton	5
Mr & Mrs Sachse	5
A Friend	3
	$2,153

A REUTER'S telegram, dated Wellington, May 27, says:—The Earl of Ranfurly, the Governor, and Rear-Admiral Pearson, of the flagship *Royal Arthur*, which is now there, have paid a visit to Papanui, in response to an invitation from one of the largest and most representative Maori gatherings held for many years. Great loyalty and enthusiasm were displayed. The Admiral was referred to as 'The Great Chief of the big war canoes, and of the Queen who commands the ocean.'

SLIGHTLY used Pianos, cheap, to clear for the summer, easy terms, full guarantee.—Robinson Piano Co.

'ACTED LIKE A CHARM.'

MR J. HARRY WATERS, HEAD-Master, Station School, Hawarden, says: 'I regard Chamberlain's Pain Balm as a much useful household medicine. Have seen it used for toothache, rheumatism, and once on a very bad scalded leg, and in each of these instances the Pain Balm acted like a charm.

'Every one who uses Chamberlain's Pain Balm always speaks in the same terms. It should be kept in every medicine chest.'

CHAMBERLAIN'S PAIN BALM for sale everywhere. Price, 50 cts. and $1.
Sole Agents for Hongkong:—WATSON & Co.

'FRAGRANT WATERS' MURMUR

That either the respected *Times'* Correspondent at Peking has been misled as to the Kowloon Hinterland Convention, or everybody else interested in the defence of Hongkong has been led a fine old dance in regard to this Convention.

That the process of 'bottling up' information of this description from everybody—excepting, perhaps, the Hon. Stewart Lockhart—looks very like crass stupidity on the part of the Foreign Office, and is clearly as risky as when children play with fire.

That I hear there is a very strong feeling amongst many of the members of the China Association and Navy League branches here over the fact that none of the Head Centres of these influential associations thought it worth while to wire to Hongkong.

That, as you have hinted, there must be some one at Home who knew what it meant to stick a mandarin-ruled sink of filth, squeezing, and dishonesty right in the middle of a tract of country under British rule.

That, honestly speaking, if there be any ground for this unique blunder in British diplomacy, the hopes which Hongkong residents had formed of the wholesome influence of the Navy League and the China Association have been very rudely shaken.

That if Sir Claude Macdonald has been 'jockeyed' by Russia or by Li Hung Chang in this matter, the result will demonstrate one of two things—either that our Minister at Peking does not yet know enough, or that the Salisbury Foreign Office has made one more serious blunder.

That, assuming that the difficulty has been overcome—and that must always be kept in mind, seeing how little we know about it—grave responsibility falls upon those at Home, who got every information, on the subject from this side, and gave us nothing in return.

That it would be interesting to see what is to be done now by the three Local Bodies—the General Chamber of Commerce, the local branch of the China Association, and the Hongkong branch of the Navy League.

That, naturally, telegrams would be sent by all of them, to inquire as to how matters really stand.

That I very much doubt if any of them has moved a step.

That some of our older residents believe Kowloon Reservation to be so ridiculous, they regard it as purely untrue.

That I hope they are right.

That it is of the utmost importance we Britishers should know who is trying to hamper our legitimate aspirations, and rights, in the contemptible manner made apparent of late.

That if we are afraid to publish our blank failures, because of Russia or Li Hung Chang, or out of our idolatry to the policy of the 'Open door,' for Heaven's sake, let us know it.

That the present drift of affairs is becoming so exasperating that even the honeyed words of Special Commissioner Stewart Lockhart will fail to allay the indignation felt generally among the British Community, who know the subject.

That the next subject of importance is undoubtedly the position of the Americans in the Philippines.

That now the whisper of a probable peace has been faintly heard, the desire to know what has been done at Manila becomes all the stronger.

That from all I have heard about General Aguinaldo, and from every reliable description of his action up till now, there is little likelihood of he or his followers failing to work in the fullest harmony with the Americans.

That any suggestion to the contrary seems to me, and to many others who know more about this matter than I do, a sort of attempt to throw cold water upon the Insurrectionary movement, and to discredit its leader.

That every move up to the latest advices seems to strengthen the conviction that Manila city will be taken with the minimum of horrors accompanying the capture of a city, and that this result will be brought about by the joint action of the Americans and the Aguinaldos.

That Admiral Dewey has already nobly maintained the reputation of the modern version of civilised warfare, and he is the sort of man to continue to do so at any cost.

That the Insurgent Leader (Aguinaldo) has shown himself to be not only master of his followers so far, but to be a man determined to justify his position before the world as one prepared to show how the Philippines can govern themselves (through him) better than the Spanish officials have done.

That this by no means necessitates any government apart from the immediate supervision of the United States; but in any case, Spanish rule is dead there for ever.

That the conker (whatever it is) has developed in the Post-Office Department here, this week to such an extent that immediate steps will have to be taken to see the wrong righted.

That it may be frankly admitted the various mistakes, or neglect of Post-Office officials belong to that class which rule in every department the wrong way round, though they have all the best intentions.

That, still, the fact of the entire collapse of the organisation of this Department, the other day, shows there is something radically wrong, although the most charitable version may be this: let us suppose the P. M. G. may believe that a proper, out-and-out, wholesome collapse is the only mode by which he can secure satisfactory reform.

That the entire community are in hopes this reform will come, and that speedily.

That of late you have published verses which are exceedingly good, and some which are exceedingly—something like.

That we are all glad to note the practical extinction of the Plague, but beseech you not to introduce the plague of unmeaning stuff cut up into lines with unsteady feet.

BROWNIE.

CORRESPONDENCE.

AMATEUR POETS.

(*To the Editor of the* 'CHINA MAIL.')

Hongkong, 8th July, 1898.

DEAR SIR,—If any more poems by the authors of 'The Downfall of Spain' or 'The War in Cuba' are published in the *China Mail*, I shall probably go out of my mind, and have to be sent home at the expense of the Colony, and I think it right to warn your contributing poets so that extra Colonial expenditure may be saved.—Yours very truly,

JEREMIAH SMITH.

[We sympathise with Jeremiah.—ED. *China Mail*.]

RAILWAYS IN INDIA AND CHINA.

In the course of a paper recently read by Mr Archibald Colquhoun under the auspices of the East India Association, on 'The Railway Connection of India and China,' Mr Colquhoun said there were two ways of attacking the trade of China, so far as England was concerned. The one was from the seaboard, entering China by the main rivers, notably the Yangtze, the main artery of China, and the West River, which passed through the Southern Provinces. The other was from England's land base Burmah, through Yunnan. Doubtless the sea approach, hitherto the only one from the purely trading point of view, was incomparably the most important; but the other, the land route, was complementary to it, and was a necessity, if our influence, commercial and political, was to be maintained and extended. The isolation of China over sea had long since been annulled by steam, and the time had come when her isolation by land could not longer last. In fact, it had already ceased. It was now many years since he first advocated the railway connection of Burmah and South-Western China first of all with a view to opening Yunnan and, secondly, to effect a connection between these two great waterways, the Yangtsze and the Irrawaddy. It appeared to him that the connection of the navigation limit of the Yangtsze with our Eastern Indian province was a matter of cardinal importance, not merely because it was evidently desirable for the purposes of commerce to connect the central and lower regions of the Yangtsze with Burmah, but also for political reasons. And it so happened that the navigation limit of that river neighboured the province of Szechuan, which, for various reasons, should be the commercial and political objective of England. Recent events had emphasised the soundness of that view, and should urge us to deal, without delay, with the question of land communication between Burmah and the Upper Yangtsze, for it was there that must be decided the question of the commercial supremacy of Central China. France, though not a great Asiatic Power, was yet possessed of one-third of Indo-China, and was seriously bent, by hack or by crook, less to secure the trade of Southern China than, under the guise of trade, to establish there her political influence, which she intended to effect by means of railways connecting the Southern Provinces with her possessions. The result of such action upon our prospective trade with these regions, and our political influence in China, had been apparent for many years past, unless we anticipated the French, or, at any rate, took similar steps from the side of Burmah. Without facilitating our communications we need expect no great expansion of our commerce in Western China, Burmah, or other parts of Indo-China. The laying down of a comprehensive system of railways, and of lateral feeder roads and light railways to open up these regions would involve a considerable outlay for some years to come; but the money thus invested would be richly repaid. In view of what had recently happened in Northern China, and the aims and ambitions of France and Russia, and especially of French designs, it was to be hoped that there would be no more 'graceful concessions' on the part of this country. At all hazards we must keep open the hinterlands of Burmah and Hongkong and our approaches to the upper Yangtsze if we meant to prevent the 'back way' to India passing into the hands of potential enemies.

THE Exchange Telegraph Company says:—'It is confidently anticipated that shortly after the re-assembling of Parliament the movement for the recall of Lord Rosebery to the Leadership of the Liberal Party will assume a definite shape. It may be remembered that when he resigned the position in October, 1896, he stated, in the course of his letter to Mr T. E. Ellis, M.P., Chief Liberal Whip, that he found himself in apparent difference with a considerable section of the Liberal Party on the Eastern Question, and in some conflict of opinion with Mr Gladstone. It is believed that many of the difficulties with which at that time the noble Lord felt himself to be confronted can no longer be regarded as serious obstacles to his resumption of the Leadership. A further advice seems to throw doubts upon the likelihood of Lord Rosebery accepting the invitation.

'NEVER KNEW IT TO FAIL.'

MR B. JOHNSTON, RAWALPINDI, says:—'I have personally tried Chamberlain's Colic, Cholera and Diarrhœa Remedy, and have given it to numbers who are passing through a bottle I have by me, and I must say I never knew it to fail. It is a valuable medicine, and one that everybody should keep.'

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHŒA REMEDY is the most successful medicine in use for Dysentery, Diarrhœa, Colic, Cholera infantum, Cramps, Cholera Morbus, Pains in the Stomach, and for all Bowel Complaints.
Sole Agents:—WATSON & Co.

BRITISH AND FOREIGN FLEETS.

A return of the fleets of Great Britain, France, Russia, Germany, Italy, the United States, and Japan has been issued as a Parliamentary paper, on the motion of Sir Charles Dilke. It shows that there are 52 British battleships in commission, 9 building, and 3 ordered—64 in all. Cruisers.—Armoured, 13; building, 4; ordered—26 in all. Protected cruisers in commission, 95; building, 24—total, 119. Unprotected cruisers, 16. Coast defence vessels—Armoured, 15; special vessels, 3; torpedo vessels, 35; torpedo-boat destroyers, 50; torpedo-boat destroyers building, 42; first-class torpedo boats, 3—making a grand total of 377 vessels.

The French Fleet comprises battleships in commission, 27; building, 8; armoured cruisers, 9; armoured cruisers building, 10; protected cruisers, 30; protected cruisers building, 10; unprotected, 16. Coast defence vessels—Armoured, 14 special vessel, 1; torpedo vessels, 13; torpedo vessels building, 2; and torpedo-boat destroyers building, 8, making a grand total of 148.

The Russian Fleet consists of battleships in commission, 12; building, 6; to be commenced this year, 4; cruisers, armoured, 10; building, 1; cruisers, protected, 3; building, 3; to be commenced this year, 2; cruisers, unprotected, 3. Coast defence vessels—Armoured, 15; building, 1; special vessels, 5; building, 1; torpedo vessels, 17; torpedo-boat destroyer, 1; building, 28—total, 112.

The German Fleet is made up of battleships, 17; armoured cruisers, 3; protected cruisers, 7; unprotected cruisers, 21; armoured coast defence vessels, 11; special vessel, 1; torpedo-boats building, 9. Germany is building, battleships, 5; armoured cruisers, 2; protected, 8—a total of 15 in contemplation.

The Italian Fleet includes battleships, 15; armoured cruisers, 3; protected, 15; special vessels, 2; torpedo vessels, 15.

The Japanese Fleet is composed of battleships, 3; armoured cruiser, 1; protected cruisers 10; unprotected cruisers, 8; coast defence vessels, 3; torpedo vessel, 1; torpedo boats, 44—a total fleet of 60. Japan is also building battleships, 3; protected cruisers, 6; unprotected cruiser, 1; armoured cruisers, 6; torpedo-boat destroyers, 8; torpedo boats, 12.

MR ERNEST TERAH HOOLEY.

Mr Ernest Terah Hooley is in his thirty-ninth year, having been born at Long Eaton, Derbyshire, in 1859. He is the only son of Mr Terah Hooley, and was married in 1882. The Hooleys were yeoman-farmers and landowners in Leicestershire for some generations before Robert Terah Hooley migrated in 1780 from Long Whatton to Long Eaton. From time immemorial the scriptural name of Terah (the father of Abraham) has been given to every male member of the family. Mr. Hooley's education was private, and he started life as a stockbroker in Nottingham. In that capacity he speedily made a good deal of money, and by the time he was thirty he had purchased Risley Hall, near Derby, the some time ago seat of the Willoughbys. It is understood that Mr Hooley's first large profits were made in connection with the Humber Cycle Company. In the early part of 1896 he conceived the idea of buying up and refloating the Pneumatic Tyre Company. His syndicate bought the old Pneumatic Tyre Company for three millions in cash and refloated it at five millions. The money was subscribed twice over, and so numerous were the disappointed applicants that the shares ran up to figures which largely increased the capitalisation of the Company. Indeed, a very few weeks after allotment the ill. Deferred Shares stood at 33s. A month ago they were quoted at 10s. Mr Hooley bought several estates. One of his most extensive purchases was Papworth Hall, in Cambridgeshire, and he acquired Lord Delawarr's property in the Eastern Counties, and Lady Warwick's Radwinter (Essex) estate. In addition, he has property in Huntingdonshire and Wiltshire, and his most recent purchase was in the Isle of Wight. Mr Hooley is a hunting man, the churchwarden of his parish at Risley, and an enthusiastic yachtsman. A couple of years ago he acquired Lord Lonsdale's schooner the Vorena, and he is a member of Royal Southern, the Cinque Ports, the Southampton, and the Harwich Yacht Clubs. He lately purchased Lord Hindlip's house in Hill street, where he has been residing. Mr Hooley was some time ago added to the Lieutenancy of the City of London, was made High Sheriff of Cambridgeshire, in which he has an estate, and became Conservative candidate for the representation of the Ilkeston Division of his native county. He gave away great sums of money, and received innumerable begging letters daily. One secretary alone found constant employment in answering these communications. His gift of a gold Communion service to St. Paul's Cathedral will not have been forgotten. Mr Hooley had a scheme for granting pensions to poor people in Derbyshire, and he spent a great deal of money in furtherance of that project.

A NEWS Agency interviewed a member of the governing authority of St. Paul's Cathedral with reference to Mr Hooley's gift of gold Communion plate. It was pointed out to him that the bankruptcy law made void all settlements effected within two years of the act of bankruptcy. The authority in question replied:—'But the gift of plate to our Cathedral by Mr Hooley I take it, was not a 'settlement.' The gift was made to the Dean and Chapter of St. Paul's; and whatever was legally offered they thankfully complied with. They knew by common report that Mr Hooley was a man of good position in the City, and, of course, there was no anticipation of later proceedings. We cannot deeply inquire into a man's affairs simply because he thinks fit to make a gift to the Cathedral.'

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHŒA REMEDY.

IT is a splendid remedy for bowel complaints in their various forms, both for adults and children. It is just such a medicine as every family should keep at hand, and especially during the summer season when colic, cholera morbus, dysentery, diarrhœa, bloody flux and cholera infantum are most prevalent. A few doses of this remedy will check any ordinary attack of these diseases. It can be depended upon even in the most severe and dangerous cases. When reduced with water and sweetened it is pleasant to take, children like it. Sold everywhere. Price 50 cts. and $1.
General Agents:—WATSON & Co.

'THE Health and Vigour of an individual depend upon the quality and quantity of the Blood. When the tissues have used it, there are thrown into the blood many products, and if these be not eliminated (for they are poisonous) disease is the result. Our Sarsaparilla and Iron Tonic Pills are a great aid to digestion and thus further assist in the elimination of the poisonous matter. The Sarsaparilla is a powerful tonic, and the Iron Pills are a valuable blood tonic. Clarke's Blood Mixture is a well-known and reliable remedy for Scurvy, Eczema, Bad Legs, Bad Leg, Skin and Blood Diseases, Pimples, Boils, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds. Its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

THE VALLEY OF THE YANGTSE.

Lord Salisbury has consented to receive a deputation on the 14th inst. on the subject of British trade in China. The circumstance is of considerable importance, and will, we may hope, result in some declaration by the Prime Minister showing that the Government are fully alive to their responsibilities. The deputation will lay before Lord Salisbury a resolution expressing concern at the activity of Russia, France and Germany, and urging the Government to secure the right to construct a railway from British Burma to the upper valley of the Yangtse-Kiang. In securing the opening of the West River Lord Salisbury has done something, but our very moderate success in this case is not sufficient to qualify our sense of failure in North China. It is abundantly clear that the Foreign Office must not only not be permitted to pause in the work of securing new openings for commerce throughout the Celestial Empire, but must be spurred to a more considerable effort than any yet made. British trade, thanks to a lopsided fiscal system on the one hand and a partial indifference bred of past prosperity on the other hand, has for the last few years been moving in the wrong direction. Only by the persistent agitation of men like Mr Colquhoun and Mr Holt Hallett has the nation been gradually brought to understand what an opportunity for commercial development is latent in China. Riches beyond the dreams of avarice are ready to be tapped, whenever enterprising business-men choose to insist on exploiting them. That is a truth which has been proclaimed by experts again and again, but the people who have mainly profited by its proclamation are the rivals of Great Britain. Russia and France have appropriated slice after slice of Chinese territory, and have been in some measure stirred to take what they wanted by the consciousness that they were striking at British interests. We may say that had it not been for British travellers and traders, France and Russia would not have had their present opportunities in China. We have heard much of the difficulty of rousing China. The difficulty of rousing the British Government and the British commercial classes to recognise the risk they were running of being for ever shut out from some of the biggest potential markets in the world has been only less great.

At last, however, they seem to be thoroughly awake. During the past year or two diplomacy has made quite admirable efforts to become the handmaiden of commerce. The Blackburn Chamber of Commerce dispatched a Mission of Inquiry to China, and a member of the British Consular Service was appointed to accompany the mission and report to the Foreign Office. The result is one of the most lucid commercial expositions probably ever embodied in the form of a Blue Book. Whilst Mr. Consul Bourne's report is under discussion, another, also of considerable value, comes to hand in the shape of an account, by Mr Consul Litton, of his visit to Northern Szechuan. These two reports suggest that Yunnan and Szechuan would become a sort of Tom Tiddler's ground for the British trader if duly placed within his reach. Great masses of people pass their daily lives in the midst of resources which should be utilised for their comfort and the traders' profit. How is this dual end to be attained? China must be compelled to accord facilities which are not existent to-day: the wings of the mandarin, who is little better than a common thief, must be clipped and the British trader must change his methods. Mr Bourne insists that merchants must consent to live elsewhere than in Shanghai and Hongkong, or they must train trustworthy representatives to do so. He would erect a number of settlements in places inland at which Englishmen should reside for the special purpose of promoting trade. 'Rich men,' says the Consul, 'will not live in the ports and poor men cannot make a living independently, therefore the work must be done by rich firms or corporations able to wait and train in the Chinese spoken language and mercantile customs youths selected in England for their business capacity.' Is it too much to believe that Mr Bourne is right when he says that 'in ten years such a system would give us a hold over the foreign trade of China that the present methods can never do'? It is reported that the Foreign Office is contemplating the appointment of several additional Consular officials in China. That Consuls can render vast service in placing facts before the world, as Messrs. Bourne and Litton have done is undoubted, but unfortunately what they report for the benefit of Great Britain they report for the benefit of the foreigner also. Mr Bourne's proposal on the other hand, if adopted, would ensure that British firms through their private resident representatives, received information which they alone could turn to account. The hint is one on which action should be taken without delay. Unless the training of our commercial skirmishers and outposts is begun forthwith, the Briton will find the ground he is anxious to exploit already occupied.

Unfortunately the British traders cannot do much without assistance. The Government must therefore, whatever its prejudices, consent to support his movements, and all the resources of diplomacy must be requisitioned on his behalf. British trade can only develop by means of communications. Waterways must be freed, railways must be built. These things are as essential to progress as the abolition of likin dues. From the East, China can be attacked through her giant rivers, but from the South and West—from Burma, that is—railways alone will assist the development of commerce. Mr Archibald Colquhoun, the other night, in a lecture before the East India Association, made it clear that a railway from Burma to the Yangtse-Kiang, with branch lines in all directions, is imperatively needed. The Upper Yangtse, said Mr Colquhoun, is the key to our position in China. It is a position which we can command by railway from the South, and which Russia is strenuously endeavouring to secure by railway from the North. France has diverted to Tonkin much of the trade which should go to Burma, and the Russians threaten to anticipate us, so far as railways are concerned, in the Yangtse Valley. Whatever, therefore, may be the arguments against Government aid, little can be done without it. Ministerial expressions of goodwill are unavailing against the persistent energy and enterprise of foreign competition. Why should not the Government accept a hint from Mr Cecil Rhodes, and assign railway construction in and beyond Burma by guaranteeing the interest on the capital of approved companies.—*Saturday Review.*

THE Health and Vigour of an individual depend upon the quantity and quality of the Blood. When the tissues have used it, there are thrown into the blood many products, and if these be not eliminated (for they are poisonous) disease is the result. Our Sarsaparilla and Iron Tonic Pills are a great aid to digestion and thus further assist in the elimination of the poisonous matter. The Sarsaparilla is a powerful tonic, and the Iron Pills are a valuable blood tonic. Clarke's Blood Mixture is a well-known and reliable remedy for Scurvy, Eczema, Bad Legs, Bad Leg, Skin and Blood Diseases, Pimples, Boils, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds. Its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

H.M.S. *TERRIBLE*.

In the House of Commons, on June 7, Mr F. Flannery asked the First Lord of the Admiralty whether on her 30-hours' trials her Majesty's ship *Terrible* used 2.3lb of coal per horse power per hour for all purposes; whether this was handpicked coal; and had orders been given to ascertain by the use of separate groups of boilers for main and auxiliary engines, or by any other means, the consumption per unit of power on the main engines, including all auxiliaries necessary for the propelling machinery as distinguished from the auxiliary machinery.

Mr Goschen—The trial of the *Terrible* was of sixty hours' duration at 5000-horse power, not thirty hours, as implied by the hon. gentleman, and the consumption of coal per hour for all purposes was 2.3lb. per indicated horse power. The coal was not handpicked. Orders have not been given to ascertain the consumption of main and auxiliary machinery separately, but it is contemplated to ascertain this on the conclusion of the present series of trials. I may add that in the last trial to Gibraltar at 10,000-h.p. the consumption for all purposes with hand-picked coal was 1.89lb. per indicated horse power.

BRITISH MARKSMANSHIP!

MORE TARGET PRACTICE WANTED.

Under the heading of 'British Marksmanship!' Alfred P. Hillier, in the *Saturday Review*, gives his individual opinion of the high value of marksmanship as follows:—The Lee-Metford rifle can be aced from 2000 yards to 1 yard, and if fired with that coolness and confidence which marksmanship so invariably tends to give a man is the most deadly weapon for an individual soldier the world has yet seen. What then is the degree of skill with the rifle which the ordinary soldier possesses? What is the training given, and what are the inducements offered to the soldier to acquire skill? A report dealing with the 'Progress of Musketry Instruction in the Army' is issued annually, and the last one obtainable, published in 1895, contains many interesting statistics. In the whole 150 battalions of British infantry in 1894 there were 3480 marksmen, or 3.29 per cent. Thus if marksmanship in our soldiers be desirable, we are a long way from having it at present. Marksmanship to any extent is unobtainable under the present system, which approximately is an annual course of target practice during which the soldier (dealing for the moment only with the infantry) fires 119 rounds at the target. This supply may be supplemented at the discretion of the Captain and the C. O. to the extent of another eighty-one rounds, though this is not an essential part of the course, nor invariably supplied, and the soldier may purchase ammunition, if he so desires to invest a portion of his pay, at a cheap rate from the Government, and use it in rifle practice as a recreation. In addition to this he is served during the field firing—a most unfortunately limited part of the soldier's annual training—with some six more ball cartridges. Two hundred rounds are often fired away by a sportsman in three or four days' spring-buck shooting, and yet this meagre allowance is all the country thinks it can afford to give men during the whole year, who are maintained and trained for one great purpose, namely, to shoot straight when called upon by their country to do so, and even that amount is fired by the soldier annually as an exception rather than as a rule. Marksmanship is an art, and one in a fair degree not difficult to acquire. That our system of training—if supplemented with a greater amount of target practice and field firing—is capable of imparting it there is no question. The fault is that it is entirely inadequate, and that the annual course should be gone through at least every two months. If the objection of expense be urged, it may be fairly answered, admitting for the sake of argument that not another shilling can be afforded for the efficiency of the fighting force, that a numerically much smaller regiment of marksmen and first-class shots would be twice as valuable as the present average regiment, the great majority of whom are admitted by the official report to be—through the fault not of the soldiers, but of a penny-wise system—only second and third-class shots. The superiority of such a regiment would, I submit, be shown not merely in an Afridi or Colonial campaign, but against any enemy, in any country, and under every conceivable condition. Victory in future engagements will not be to the battalions which are largest, but to those which shoot straightest.

PIANO Tuning and Repairs, New Music, Mandolins, Banjos, fine stock.—Robinson Piano Co.

GREAT uneasiness was felt a fortnight ago on account of the price to which rice had risen, but a fall of 25 per cent. in the quotation this week has brought about general contentment and set aside all apprehension of trouble. The decline in price was the work of certain philanthropist who imported rice from the South and supplied the poor with it at cost price.—*Kowloon Echo.*

IMPURITIES IN THE BLOOD.—We have seen hosts of letters from people who have received great benefit from the use of Clarke's Blood Mixture. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *Family Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

Quotations.

HONGKONG, July 9, 1898.

OPIUM—New Patna, cash,	...	768
" Old " cash,	...	740
" New Benares, cash,		692½
" Old " cash,	...	730
" New Malwa, credit,	...	770/780
" Allowance Chts.,	...	8/16
" Old Malwa credit,	...	800/810
" Allowance Taels,	...	8/20
" Old Malwa credit,	...	890/92
" Allowance Taels,	...	8/14
" Persian, Paper, tled		7/0
" Allowance Taels	...	6

Temperatures.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, July 9, 1898.

BAROMETER—	9 A.M., ...	29.[illegible]
Do.	1 P.M., ...	29.[illegible]
Do.	4 P.M., ...	[illegible]
THERMOMETER—	9 A.M., ...	81
Do.	1 P.M., ...	85
Do.	4 P.M., ...	[illegible]
Do. (Wet bulb)	9 A.M., ...	[illegible]
Do.	1 P.M., ...	[illegible]
Do.	4 P.M., ...	[illegible]
Do.	10 P.M., ...	[illegible]
Do.	1 A.M., ...	[illegible]
Do.	4 A.M., ...	[illegible]
Do.	7 A.M., ...	[illegible]

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MATIGNON, FAVRE & Co., 18, *Rue de la Grange Batelière*.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES CO., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, H. W. CHURCHILL. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

To Let.

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2 ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE. Rent Moderate.

Apply to

SUI SANG,
On the premises.

Hongkong, January 27, 1898. 201

TO LET.

FROM THE 15TH JULY NEXT.

NO. 3, RICHMOND TERRACE. STABLES at KOWLOON.

Apply to HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

Hongkong, June 23, 1898. 1236

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GODOWN in BLUE BUILDINGS, No. 3, ELGIN STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, June 30, 1898 1268

TO LET.

LARGE GODOWN on KOWLOON PRAYA, suitable for the Storage of Merchandize or Coal.

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Hongkong, May 31, 1898. 774

Insurances.

THE NORWICH UNION FIRE INSURANCE SOCIETY.

FOUNDED 1797.

AMOUNT INSURED	£330,000,000
LOSSES PAID	12,300,000
PREMIUM INCOME	872,000

Undersigned Agents of the above Company are prepared to ACCEPT RISKS Against FIRE at Current Rates.

DAVID SASSOON, SONS & Co.

Hongkong, July 1, 1898. 1276

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TOTAL INVESTED FUNDS EXCEED £3,147,574.
TOTAL ANNUAL INCOME, £902,286

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1142 *Praya Central.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS on 31st DECEMBER, 1897, £13,653,969.

Authorised Capital	£3,000,000.0.0
Subscribed Capital	£2,750,000.0.0
Paid-up Capital	£ 687,500.0.0
Fire Funds	£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 22 1898. 1547

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
Entrusted to the SOCIETY of the 'MISSION ETRANGERES.'
(Translated by EDWARD HARPER PARKER, and Reprinted from 'THE CHINA REVIEW.')

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THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the
OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
and Mr. W. BREWER'S.
Price. . . . . 50 Cents.

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Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

AVARA, British steamer, Captain George Kilguor.—Captain.

MARION WOODMAN, British barque, Capt. Russell.—Order.

STATE OF MAINE, American ship, Capt. H. C. Orcutt.—Standard Oil Co.

To-day's Advertisements

SURGEON WANTED.

DOCTOR suddenly called Home requires A MEDICAL MAN, to take his Place on s. s. *GLENFARG*, sailing for San Francisco and return to Hongkong, reaching England about January.—For Salary and Honorarium, apply to s. s. *Glenfarg*, or

'X.'
Care of OFFICE of THIS PAPER.

Hongkong, July 9, 1898. 1319

NOTICE.

DR. J. SANGER, DENTAL SURGEON, late of SHANGHAI and MANILA, begs to inform the Public that he has now established his DENTAL ROOMS at the HONGKONG HOTEL, Rooms 133 and 131.

All work will be guaranteed First-class and Charge Moderate.

Office Hours 9 A.M. to 5 P.M.

Hongkong, July 9, 1898. 1318

KELLY & WALSH, LTD.

THROUGH UNKNOWN TIBET,
BY CAPTAIN M. S. WELLBY,
By SPECIAL ARRANGEMENT WITH THE PUBLISHERS WE ARE ENABLED TO OFFER THIS MAGNIFICENT WITH AT $8.00
THE LONDON PRICE IS £1.1.0.

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THE GRAPHIC SPECIAL NO.—AN ILLUSTRATED LIFE OF THE RIGHT HON. W. E. GLADSTONE—WITH 3 SUPPS 0.70

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PARTS I., II., III., IV. NOW READY.

PHIL. MAY'S ANNUAL 0.70

KELLY & WALSH, LIMITED.

Hongkong, July 9, 1898. 1324

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Steamship *Kweiyang*, Capt. OUTERBRIDGE, will be despatched as above on TUESDAY, the 12th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 9, 1898. 1266

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Co.'s Steamship *Deucalion*, Captain BRANCH, will be despatched on TUESDAY, the 12th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 9, 1898. 1293

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON LIVERPOOL AND BREMEN.)

The Steamship *Senta*, Captain T. VOSS, will be despatched for the above Ports on TUESDAY, the 12th Inst., at 4 p.m.

For Freight, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, July 9, 1898. 1322

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

The Co.'s Steamship *Maria Valerie*, Captain A. FELLNER, will leave for the above places on SATURDAY, the 16th Instant, in the Forenoon.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, July 9, 1898. 1321

ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *BALLARAT*, Captain W. J. NANTES, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, &c., on SATURDAY, the 23rd July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. L. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, July 9, 1898. 1139

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports.....	Yamashiro Maru (s)	Nippon Yusen Kaisha	July 29, at 4 p.m.
Bremen & Ports of Cal	Bayern (s).....	Norddeutscher Lloyd	July 20, at 9 a.m.
Foochow	Changsha (s).....	Butterfield & Swire	July 15, at noon.
Kobe and Yokohama..	Posa Maru (s).....	Nippon Yusen Kaisha	July 13, at 4 p.m.
Kobe	Kagoshima Maru (s).	Nippon Yusen Kaisha	July 13, at 4 p.m.
London & Ports of Cal	Ballarat (s).....	P. & O. S. N. Co....	July 23, at noon.
London, v. Suez Canal	Priam (s)	Butterfield & Swire...	July 11.
London, v. S'pore, &c.	Moyune (s).....	Holliday, Wise & Co..	About July 15.
London.....	Singlas (s).....	Gibb, Livingston & Co.	About July 19.
London	Shanghai (s).....	P. & O. S. N. Co.....	About July 23.
London	Mazagon (s).....	P. & O. S. N. Co.....	About July 29.
Marseilles, v. Saigon...	Caledonien (s)	Messageries Maritime	July 16, at noon.
Marseilles & London..	Hakata Maru (s).....	Nippon Yusen Kaisha	July 19, at 4 p.m.
Na'ki, Kobe & Y'hama	Omi Maru (s).....	Nippon Yusen Kaisha	July 25, at 4 p.m.
Nagasaki, Kobe & Y'm	Rosetta (s).....	P. & O. S. N. Co....	July 23, at 6 p.m.
New York, v. Suez Can.	Craigearn (s).....	Shewan, Tomes & Co	About July 20.
New York v. Suez Canal	Pathan (s)	Dodwell, Carlill & Co	About July 15.
New York.....	Bremohr (s).....	Gibb, Livingston & Co.	About July 25.
New York.....	Marian Woodside.....	Simonsen & Co.....	Quick despatch.
Portland, Oregon	Braemar (s).....	Dodwell, Carlill & Co	Aug. 13, at noon.
Sandakan and Kudat..	Deucalion (s).....	Butterfield & Swire...	July 12, at noon.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co....	July 26, at noon.
S. Francisco, v. Japan	Honfleur (s).....	Pacific Mail S. S. Co	July 16, daylight.
San Francisco.....	Hawthornbank.....	Shewan, Tomes & Co	Quick despatch.
Seattle, Washington..	Riojun Maru (s).....	Nippon Yusen Kaisha	July 14, at 4 pm.
Shanghai and Kobe....	Maria Valerie (s).....	Sander, Wieler & Co.	July 16, forenoon.
Shanghai	Parramatta (s).....	P. & O. S. N. Co.....	About July 23.
S'hai, N'ki, K'be & Y'ma	Ernest Simons (s).....	Messageries Maritime	About July 16.
S'hai, N'ki, K'be & Y'm	Bengeo (s)	P. & O. S. N. Co.....	About July 21.
S'pore, Col'bo & B'bay	Miike Maru (s).....	Nippon Yusen Kaisha	July 12, at noon.
S'pore, P'nang & B'bay	Vindobona (s).....	Sander, Wieler & Co...	July 11, afternoon.
S'pore, P'nang & B'bay	Bormida (s).....	Carlowitz & Co.....	July 12, at noon.
S'pore, Penang & C'tta	Juenang (s)	Jardine, Matheson & Co	July 12 at noon.
S'pore, H'e & H'burg	Senta (s).....	Siemssen & Co.....	July 12, at 4 p.m.
S'tow, Amoy & F'chow	Haitan (s).....	Douglas Lapraik & Co.	July 12, at 10 a.m.
Tacoma (Wash.), &c...	Victoria (s).....	Dodwell, Carlill & Co	July 19, at noon
Tientsin	Kweiyang (s).....	Butterfield & Swire...	July 12, at noon.
Vancouver (B.C.)	[illegible]	Canadian Pacific R. Co.	July 20, at noon.
Wladivostock, v. N'ki	Daphne (s).....	Siemssen & Co.....	July 13, at 5 p.m.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*, Captain HALL, will be despatched for the above Ports on TUESDAY, the 12th Instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 9, 1898. 1320

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW.

The Co.'s Steamship *Changsha*, Captain WILLIAMS will be despatched as above on FRIDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 9, 1898. 1362

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Ernest Simons*, Captain DE MAUSSENGE will be despatched for the above Ports on or about SATURDAY, the 16th Instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX
Agent.

Hongkong, July 9, 1898. 1323

FOR HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, BREMEN, NORTH AND SOUTH AMERICAN PORTS.)

The Steamship *Irène*, Captain SCRUDER, will be despatched for the above Ports on MONDAY, the 18th Instant.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, July 9, 1898. 1326

SHIPPING.

ARRIVALS.

July 8.

Peiyang, German str., 953, R. Köhler, Shanghai July 4, General.—SIEMSSEN & Co.

July 9.

Kagoshima Maru, Japanese str., 1,899, J. W. Ekstrand, Moji July 3, 4,009 tons Coal.—NIPPON YUSEN KAISHA.

Delta, German str., 3,200, E. Christiansen, Foochow July 7, General.—SIEMSSEN & Co.

Senta, German steamer, 2,660, T. Voss, Kobe via Moji July 3, Matches.—SIEMSSEN & Co.

Crown of Germany, British 4-masted barque, 2,151, John McIlgorm, Manila July 1, Coal.—SCOTT & Co.

DEPARTURES.

July 9.

Verona, for Europe, &c.
Japan, for Shanghai.
Poiyang, for Canton.
Saint Ninian, for Singapore and New York.
Phanix, for Port Wallut.
Ragnhild, for Jaluit.
Jason, for Amoy.
Formosa, for Swatow.
Fushun, for Shanghai.
Yuensang, for Cebu.
Progress, for Chefoo.

CLEARED.

Triumph, for Hoihow.
Benvenue, for Bangkok.
Choi Fa, for Hoihow.
Rio, for Saigon.
Siegfried, for Kobe.

PASSENGERS.

ARRIVED.

Per Peiyang, from Shanghai, Captain Rasmussen, and 8 Chinese.

DEPARTED.

Per Verona, from Hongkong:—for Singapore, Messrs. C. J. Dehnel and Pearson; for Penang, Mr H. Reynold; for London, Messrs. C. Blenkhorn and C. H. Gilchrist; From Shanghai:—for Colombo, Mrs Werner; for Brindisi, Mr H. Hillier; for London, Mr R. T. G. Tangye. From Yokohama:—for Singapore, Mr E. Walker; for Penang, Mr F. C. Jackson; for London, Mr T. Lamb. From Kobe:—for Singapore, Mr P. M. Skinner.

Per Japan, from London:—for Shanghai, Mr J. Pickering, Dr Thomson, Rev. T. Kane, Natal Cadets W. J. Fletcher, E. D. Faber, W. M. Hore, P. D. Campbell, R. B. England, J. T. Salmond, B. J. Goy, Acc.-Lieut. C. Boase, Midshipmen G. L. Brown and P. W. Douglas.

POST OFFICE NOTICES.

MAILS will close:—

For CANTON.—
Per *Poona*, at 9 a.m., on Sunday, the 10th July.

For SANDAKAN.—
Per *Deucalion*, at 11.30 a.m., on Monday, the 11th July.

For TIENTSIN.—
Per *Kweiyang*, at 11.30 a.m., on Monday, the 11th July.

For BANGKOK.—
Per *Ava*, at 11.30 a.m., on Monday, the 11th July.

For SINGAPORE.—
Per *Delta*, at 4.30 p.m., on Monday, the 11th July.

For SWATOW & BANGKOK.—
Per *Wongkoi*, at 3.30 a.m., on Tuesday, the 12th July.

For SWATOW, AMOY & FOOCHOW.—
Per *Haitan*, at 9.30 a.m., on Tuesday, the 12th July.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Suisang*, at 11.30 a.m., on Tuesday, the 12th July.

For YOKOHAMA & KOBE.—
Per *Changshar*, at 3.30 p.m., on Tuesday, the 12th July.

For SINGAPORE, PENANG & BOMBAY.—
Per *Bormida*, at noon, on Tuesday, the 12th July.

For NAGASAKI & VLADIVOSTOCK.
Per *Daphne*, at 4.30 p.m., on Wednesday, the 13th July.

For AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO.—
Per *Glenfarg*, Registration, at 4 p.m., Letters, at 5 p.m., on Friday, the 15th July.

For SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—
Per *Victoria*, at 11.30 a.m., on Tuesday, the 19th July.

For EUROPE, &c.—
Per *Bayern*, Registration, at 7.30 a.m., Letters, at 8 a.m., on Wednesday, the 20th July.

For SHANGHAI, NAGASAKI (via Inland Sea), KOBE & YOKOHAMA.—
Per *Empress of Japan*, Registration at 10.30 a.m., Letters at 11 a.m., on Wednesday, the 20th July.

For SHANGHAI, MOJI, KOBE, YOKOHAMA & PORTLAND, OR.—
Per *Braemar*, at 11 a.m., on Saturday, the 13th August.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.

11.00 A.M.—Mail closes.

☞ LATE LETTERS may be posted (from 11.10 A.M.) with 10 *cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, or jewellery, and, where Registration has been neglected, WILL MAKE NO enquiries into alleged losses of such letters (Post Guide, 98).

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to fifteen minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails up to half an hour before.

LOCAL DELIVERIES.—Separate Boxes have been provided for putting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window of the Male and of the Verandah facing Office's Hours.

Letters, &c., for the Peak will be delivered by the 12 and 3.30 o'clock mails daily. Correspondence and Parcels for the Peak may be posted in the Central Post Office up to 11 A.M. and 3 P.M. With regard to letters from the Peak, Public boxes have been placed at Mapondan Cove, Pokfulam Road, Mount Kellett, Mount Gough, and Victoria Road, which will be cleared at 10.30 and 4 p.m.

MEMOS. FOR MONDAY.

Shipping.

Noon.—*Deucalion* leaves for Sandakan.

Noon.—*Kweiyang* leaves for Tientsin.

Afternoon.—*Vindobona* leaves for B'bay.

General Memoranda.

TUESDAY, July 12:—

Goods per *Melbourne* unclaimed after this date at Noon subject to rent.

WEDNESDAY, July 13:—

Goods per *Coromandel* not cleared after 4 p.m. subject to rent.

Goods per *Japan* not cleared after 4 p.m. subject to rent.

SATURDAY, July 16:—

Noon.—Meeting of Members of the H. G. Brown & Co., Ltd., at the Company's Office, No. 27, Queen's Road Central.

Transfer Books of The United Asbestos Oriental Agency, Ltd., from this date to the 19th instant, inclusive.

TUESDAY, July 19:—

3 p.m.—Meeting of Shareholders of the United Asbestos Oriental Agency, Ltd., in the Hongkong Hotel.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.71	29.64	29.60
Temperature	80	81	83
Humidity ...	92	83	75
Direction of Wind ...	E	SSE	SSE
Force	3	3	3
Weather	cp	opq	opq
Rain		0.42	—

Highest open air temperature on 8th ...81
Lowest open air temperature on 8th ...70

E. G. FIGG, *First Assistant.*

Hongkong Observatory, July 9, 1898.

Exchange

HONGKONG, July 9, 1898.

On London—	
Bank, Wire, ...	1/11
,, On demand, ...	1/11 1/16
,, 30 days' sight, ...	1/11 3/8
,, 4 months' sight, ...	1/11 9/16
Credits, 4 ,, ,, ...	1/11 3/8
Documentary, 4 months' sight,	1/11 1/8
On Paris—	
On demand, ...	2.42
Credits, 4 months' sight, ...	2.46
On Berlin—Demand, ...	1.95 1/2
On New York—	
On demand, ...	46 3/8
Credits, 60 days' sight, ...	47 3/8
On Bombay—	
Wire, ...	146
On demand, ...	146 1/2
On Calcutta—	
Wire, ...	146
On demand, ...	146 1/2
On Singapore—	
On demand, ...	1/2% pm.
On Manila—	
On demand, ...	nom.
On Shanghai—	
On demand, ...	74 1/2
30 days' sight, (private paper)	75 1/2
On Yokohama—	
On demand, ...	5 1/2% pm.
Gold Leaf, 100 fine, (per tael)	$54.50
Sovereigns (Bank's buying rate)	$10.50
Silver (per oz.)	27 3/16 d.

A. S. WATSON & Co.

LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.

The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, June 11, 1898. 1276

DEATH.

At Kingsclere, Caine Road, this morning at 12.10, from plague, DAVID, the dearly-beloved son of Emanuel and Sophie Bellilios; aged 16 years; deeply regretted.

☞ *The publication of this issue commenced at 5.45 p.m.*

The China Mail.

HONGKONG, SATURDAY, JULY 9, 1898.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.
(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Conrie, Samoa, Yarrowdale*, May 27; *Gisela*, 31; *Howick Hall*, June 3; *Rutho*, 7; *Glenesk*, 10; *Ichang*, 13; *Erato, Remus*, 17; *Carmarthenshire, Coningsby, Drumgarth*, 21; *Borneo, Arcadia, Patroclus*, 24; *Kintuck, Andalusia, Ebani, Trieste*, 28; *Gisela, Oopack, Indravelli*, July 1; *Prinz Heinrich, Kinkiang, Suevia*, 5; *Glenogle, Salazie, Dardanus, Sarpedon, Socotra*, 8.

HOMEWARD BOUND:—*Manila, Wally, Teucer*, June 3; *Menelaus, Lennox, Monmouthshire*, 7; *Formosa*, 13; *Antenor*, 21; *Preussen*, 24; *Canton, Thekla*, 28; *Laos*, July 1; *Candia*, 6.

PASSED ANJER.

OUTWARD:—May 30—Brit. ship *Old Kensington*, Capt. Tucker, for Hongkong, from Penarth March 6; May 30—Germ. brig *Richard Rickmers*, Capt. Benche, for Hongkong, from Cardiff Feb. 22; June 2—British ship *Cambrian Hills*, Capt. Evans, for Shanghai, from New York Feb. 17; June 2—Dutch steamer *Lombok*, Capt. Evans, for Batavia, from Amsterdam April 23; June 5—German brig *Preia*, Capt. Nodop, for Singapore, from Port Elizabeth May 1.

HOMEWARD:—June 1—Dutch steamer *Prinses Amalia*, Capt. Turfboir, from Batavia June 1, for Amsterdam.

Mails.

The O. & O. Co's s. s. *Belgic*, with the AMERICAN MAIL of 18th June, will leave Yokohama on Saturday, the 9th July, at daylight, and may be expected here on or about Monday, the 18th July.

Steamers Expected.

The C. N. Co.'s str. *Changsha*, from Australian ports, left Port Darwin on 30th June, and may be expected here on or about Saturday, 9th July.

The N. P. Co.'s s. s. *Argyll* has arrived at Yokohama, and sailed for Kobe and Hongkong, on the 1st July.

The Austrian Lloyd's s. s. *Vindobona* left Moji for this port on the night of 4th July.

The N. Y. K. s. s. *Riojun Maru* left Kobe, via Moji, for this port on the 3rd July, and is expected to arrive here on or about 11th July.

The H. A. L. str. *Arabia*, from Hamburg, left Singapore for this port on the 5th July, and may be expected here on or about the 11th July.

The N. Y. K. s. s. *Tosa Maru* left Singapore for this port on the 6th July, and is expected to arrive here on the 12th July.

The O. S. S. Co.'s s. *Prometheus*, from Liverpool, left Singapore on the morning of 7th July, and may be expected here on or about Tuesday, 12th July.

The N.P. Co.'s s. s. *Victoria* arrived at Yokohama, where she sails for Kobe and this port on the 3rd July.

The E. & A. S. S. Co.'s str. *Australian*, from Sydney &c., left Port Darwin on the 4th July, for this port.

The C. M. Co.'s steamer *Oopack*, from Glasgow and Liverpool, passed the Canal on the 1st July, and may be considered due at Singapore on or about the 19th July.

The E. A. Co. s.s. *Malaya*, from Copenhagen, Hamburg and Antwerp, may be considered due here on or about the 24th July.

The P. & O. Co.'s s. s. *Brindisi* left Bombay for this port on the 1st July.

The N. P. Co.'s s. s. *Olympia* sailed from Tacoma, for Japan and Hongkong, on the 2nd July.

Latest Advices.

The Austrian Lloyd's s. s. *Maria Valerie* left Singapore for this port on the night of 8th July.

The P. M. s. s. *City of Rio de Janeiro*, with mails &c., which left hence June 7th, for San Francisco, via Amoy Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 6th July.

The C. P. R. Co.'s s. s. *Empress of India*, sailed from Yokohama, for Vancouver, on Friday afternoon, the 8th July.

The C. P. R. Co.'s s. s. *Empress of Japan* arrived at Shanghai at 5 a.m. on Saturday, the 9th July, and left at 1.30 p.m. of same day for Hongkong, where she is expected to arrive at 8 a.m., on Tuesday, the 12th July.

The M. M. Co.'s s. s. *Ernest Simons* with the next FRENCH MAIL, is to leave Singapore on Saturday, at 6 p.m. for this port via Saigon.

CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—5TH SUNDAY AFTER TRINITY. JULY 10TH.

Matins:—Responses, Ferial; Venite, Farrant; Psalms, Wickes, Elvey, Monk and Felton; Te Deum, Lawes, Cooke and Hopkins; Benedictus, Beethoven in D; Anthem, 'The Wilderness,'—Goss; Hymn, 273; Offertory Hymn, 215.

Evensong:—Responses, Ferial; Psalms, Goss, Wickes, Croft, Crotch and Heathcote; Magnificat, Lemon in G; Nunc Dimittis, Stainer in D; Hymns, 261, 218 and 31; Voluntaries, Postlude in D, Smart; Serenade, Schubert.

UNION CHURCH.—SUNDAY, JULY 10.

11 a.m.—Hymns, 15, 356 and 379; Psalm, 93; Crotch; Anthem, 34, C. C. Hymnal, 'What are these,' Stainer; Voluntaries, Lemmens and Wely.

6 p.m.—Psalm, 100; Hymns, 285, 372, 371 and 499; Voluntaries, Costa and Gounod.

TRANSPOSING and Cabin Pianos are invaluable and very strong.—Robinson Piano Co.

'IT IS REMARKABLE,

SAYS MR W. WILSON, THE POPULAR Chemist at RIWAPORE and MOARE, 'How Chamberlain's Cough Remedy has attained a prominence in this district, and though it has only been introduced a few months it has taken the lead. From remarks made by my customers who have used this remedy I am convinced that it possesses exceptional qualities. I cannot hesitate to recommend it to all who suffer in need of a good cough medicine.'

CHAMBERLAIN'S COUGH REMEDY is for sale everywhere. Price, 50 Cents per Bottle. Sole Agents for Hongkong and China, A. S. WATSON & Co.

Our own manufacture are the best Pianos for this climate, warranted to stand anything, low prices and easy terms.—Robinson Piano Co.

A CHINESE cruiser built at the Arsenal, Foochow, was launched on July 1.

AN American telegram states that the War Department, after some hesitation, has decided to add to the force composing the Philippine Expedition four or six troops of Regular Cavalry and two light batteries of Regular Artillery.

DR J. SANGER, dental surgeon, who has been in practice in Shanghai and Manila for the last eight years, notifies in our advertisement columns that he has now established himself in Hongkong in rooms at the Hongkong Hotel.

A DEPUTATION of the Association of Chambers of Commerce proposed to wait upon the Prime Minister on the 14th June to urge upon her Majesty's Government the advisability of constructing a railway between Burmah and the Yangtsze Valley.

THE raid against illegal cockfights still continues. In one case brought before Commander Hastings, at the Magistracy to-day, the defendant had been fined $25 and ordered to remove the cockloft, but on the Inspector visiting the place three days afterwards the illegal structure had not been removed. The Magistrate imposed an additional fine of $15, being $5 for each day, and ordered the cockloft to be removed forthwith.

THE French Atlantic liner *La Bourgogne* which was sunk in collision with the ship *Cromartyshire* on the 5th inst., in a thick fog, to the South of Sable Island, was an iron and steel four-masted screw steamer, of 6246 gross tonnage, built in 1886, and owned by the Compagnie Générale Transatlantique. The *Cromartyshire* is an iron ship of 1554 tons, built by Russell and Co., Port Glasgow, and owned by T. Law and Co., Glasgow.

WE have received a copy of a handy volume by Frederick S. C. Norman, of the Standard Bank of South Africa, entitled 'Tables of Commission or Brokerage.' The tables progress by sixteenths from 1/16 to 5 per cent., and at 5 1/2, 6, 6 1/2 and 10 per cent., also comprehensive tables of Due Dates, giving the due dates of bills of 3, 7, 14, 21, 30, 60, 90, 120, 150 and 180 days' currency from any day in the year. The book will be found of the greatest utility to those who are constantly calculating commission or brokerage in the transaction of their business. It is published by Effingham Wilson, Royal Exchange, London, E.C.

INSPECTOR Kemp summoned the master of the German steamer *Delta*, at the Magistracy to-day, on a charge of using the steam whistle of the *Delta* except for the purpose of navigation. Mr H. W. Looker appeared for the defence. The Inspector stated the *Delta* came from the east about 6.40 this morning, and rounding Kowloon Point blew her whistle eleven times extending over a period of ten minutes. The vessel had a clear passage to the wharf. In cross-examination, the witness said it was customary to blow one or two blasts when off the wharves as a signal to the Godown Company's officers. Mr Edward Osborne, the Secretary of the Godown Co., said it was customary to signal with the steam whistle when coming to the wharf. The case was remanded till Monday.

A HEAVY penalty for neglect of quarantine regulations was imposed by Commander Hastings, at the Magistracy to-day, upon Captain Kynoch, of the *Yuensang*. The offence was committed on 19th June, but the quick despatch of the vessel on another voyage prevented the attendance at the Court of the Captain on the date mentioned in the original summons. On the arrival of the *Yuensang* from Manila and Amoy on Tuesday, a fresh summons was taken out, and to-day Captain Kynoch appeared at the Magistracy to answer to the charge of neglecting to go into the quarantine anchorage when on a voyage from Amoy to Hongkong, the said port of Amoy being a place infected with contagious disease. Evidence was given that on the 19th June, the *Yuensang* came right into the harbour and made fast to her buoy. The captain said he did not know that quarantine was existent at the time. A fine of $200 was imposed.

IN his weekly share list, dated noon, to-day, Mr Erich Georg states:—'Only a moderate business has been done during the week under review, and, with the exception of Bank shares and Indo-Chinas, which have improved a little, most other stocks close weak. The exchange on Shanghai has remained steady and unchanged. *Bank Shares.*—In anticipation of a grand report for the past half year, Hongkong and Shanghai's have been in steady demand, and several lots have been booked at 194, 195, 196, 197 and 198 per cent. prom. for cash,

The China Mail.

Established February 1845.

No. 11,031 — 英一千八百九十八年七月九號 — HONGKONG, SATURDAY, JULY 9, 1898. — 日一廿月五年戊戌 — PRICE, $2.50 PER MONTH.

OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL' OFFICE.

GOLD MEDALS, PARIS 1878: 1889

JOSEPH GILLOTT'S PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.

The only Award, Chicago, 1893.

NUMBERS FOR USE BY BANKERS.

Barrel Pens, 295, 298, 128, 262.

Slip Pens, 389, 908, 287, 166, 401, 7,000, in Fine, Medium, and Broad Points.

The New Turned-up Point, 1032.

Business Notices.

$12.00 PER DOZEN.

THE VICTORIA DISPENSARY, AGENTS.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that the EXTRAORDINARY GENERAL MEETING Called for MONDAY, the 11th July Instant, is POSTPONED till further notice.

Dated the 8th July, 1898.

THOS. J. ROSE, *Secretary.*

1316

IN THE MATTER OF THE COMPANIES ORDINANCES 1865 TO 1886,

AND

IN THE MATTER OF H. G. BROWN AND COMPANY LIMITED.

NOTICE is hereby given that Pursuant to the Companies Ordinances 1865 to 1886, A GENERAL MEETING of the MEMBERS of the above-named Company will be held at the OFFICES of the COMPANY No. 21, QUEEN'S ROAD CENTRAL, Victoria, Hongkong, on SATURDAY, the 16th day of July, 1898, at 12 o'clock Noon, for the purpose of laying before such Meeting an Account showing the Acts and dealings of the Undersigned as LIQUIDATOR of the above-named Company and the manner in which the winding up of the above-named Company has been conducted since the commencement of such winding up and for the purpose of fixing the remuneration of the Liquidator and distributing the Assets of the Company amongst the Members.

J. WHEELEY,
LIQUIDATOR OF H. G. BROWN & Co., LD.,
In Liquidation.

Hongkong, July 8, 1898. 1317

NOTICE.

MESSRS. LANE CRAWFORD & Co. beg to notify that the Death of Mr. BOFFEY—which they sincerely regret—will cause no interruption in the Work of their TAILORING DEPARTMENT, the necessary arrangements being complete.

Orders will be received and executed carefully and promptly.

Hongkong, July 4, 1898. 1285

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	1 doz quarts	2 doz pints
CHAMPAGNE— G. H. Mumm & Co.	$35.50	$37.50
WHISKY—	1 doz bottle	
Dewar's 'Imperial Institute'	$10.50	
McCreadie's 'Special Selected'	10.50	
PORT WINE—	1 doz bottle	
Cuedes '3 Grape' Brand	$24.00	

AGENTS:
SHEWAN, TOMES & CO.,
Praya Central.

Hongkong, December 24, 1897 2523

THOMAS HANBURY SCHOOL AND CHILDREN'S HOME SHANGHAI.

THE Committee of the above Institution desire to find an English or American Lady of earnest missionary spirit, to reside in the 'Home,' and to share the teaching of the girls and the general responsibility with the Lady Superintendent. Must be thoroughly educated, some experience in teaching preferred. Age not under 25. For salary, and all further particulars, apply to

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The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 19th Instant, inclusive.

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Hongkong, July 7, 1898. 1308

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